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REGINA, SASKATCHEWAN

THE "SOO LINE" and Its People

With a Review of Rupert's Land and The District of Assinibola

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The Prairies In Retrospect

RUPERT'S LAND . . . THE FUR TRADE EMPIRE 1670-1869

A brief summary of the Fur Trade and its expansion in the Northwest through barter and trade with the aboriginal dwellers of the wilderness is necessary to correlate events which preceded the migration of thousands of settlers, who broke the sod and transformed the prairies into one of the greatest wheat producing belts in the world.

The dramatic story of the Fur Traders and the historic role they played covers a period of over two centuries and unfolds like a tale from The Arabian Nights.

Starting with the discovery of Hudson Bay in 1610, by the ill-fated Henry Hudson, one then becomes engrossed in following the colourful adventures of Pierre Esprit Radisson and Medard Chouart, Sieur des Groseilliers, French coureurs de bois, who were instrumental in establishing Hudson Bay as a possession of England.

Having little fear of the wilderness, these two adventurous voyageurs penetrated far into uncharted territory, trading with the Indians and listening to their accounts of a land far to the north which bordered a mighty sea and was rich in fur-bearing animals.

Their northland trip in the early 1660's had been undertaken without the consent of the Governor of New France, deemed necessary at that time in order to legalize the trade with the Indians. With little thought of the disaster which awaited them, they brought their canoes laden with valuable furs which were immediately declared contraband, and the King's shore confiscated by the Governor of New France.

An appeal was made to the King of France, who refused to intercede for them. At this time they made a bold decision and took their story to the English.

History records their mission to England was successful. Through the influence of Sir George Carteret they obtained an audience with King Charles II, who became greatly interested in their tales of this far northern land, rich in fur-bearing animals. An expedition was formed under the auspices of the English and a trip was made to Hudson Bay in 1668. With the knowledge he had gained in previous years of fur trading,

Groseilliers was on familiar ground once they reached the Bay. His conversance with every trick of the trade paved their way for profitable barter with the Indians and the expedition returned to England with a cargo of valuable furs. This resulted in the famous Charter signed by King Charles II, May 2nd, 1670, granting to Prince Rupert and 17 other noblemen and gentlemen, incorporated as the Governor and Company of Adventurers of England, trading into Hudson Bay and securing for them a monopoly of the trade of the lands, watered by streams flowing into Hudson Bay.

Thus began the organization of a colossal business enterprise which was to expand and penetrate into the very heart of a vast wilderness. One of the most fascinating and profitable business ventures ever to be recorded.

This was to be known as Rupert's Land and the first settlements were made on James Bay and on the Churchill and Hayes Rivers. The company formed to handle the fur trade in this extensive area became known as the Hudson's Bay Company and steps were immediately taken to establish trading posts.

The Hudson's Bay posts were established on the Churchill, Nelson, Red, Saskatchewan and other rivers. With the expansion of the fur trade, routes were opened much farther west and trading posts were established along the waterways.

THE NORTH AMERICAN INDIAN

The aboriginal race of the North American Continent became known as Indians or the Redman. To the Indian, the white man became known as "The Paleface". Unlike the language barrier which can be bridged, the racial distinction of colour has been made a controversial issue which seems to have little or no solution.

The aboriginal dweller of this vast wilderness was a child of nature with simple tastes and apparently little desire to emulate "The Paleface". His habits were nomadic, he lived in a tent made of tanned skins and had no fixed abode. In the art of tanning hides the Indian has remained unexcelled. He was dignified and proud of his ancient heritage, a formidable opponent in battle and a mighty hunter of wild game. He followed the trail of the buffalo, the moose,

the elk and the deer. In the barren lands of the north he still follows the migration of the caribou as they move into new pasture lands to feed on the reindeer moss of that region. He delights in the rivers and waterways, pitching his tent where the rivers are patterned with the mighty pines and only the howl of the timber wolf or the weird cry of the loon across some far northern lake breaks the stillness of the night. He finds contentment in the gleam of a camp fire's light as he watches the play of the Northern Lights flashing their myriad colours across the limitless expanse of sky.

The white man discovered that the native was equally at home on the trackless wastelands or following the course of some mighty river in his birch bark canoe, guiding his craft through treacherous rapids or cascading down waterfalls with consummate skill. He knew the haunts of the beaver and the muskrat, where the wild fowl had their nesting grounds or where the wily trout lurked in the deep waters of some hidden pool. He knew the healing properties to be found in the plant life native to the wilderness. It was not merely the barter of kettles and knives and beads for pelts that cemented the relationship between the "Paleface" and the "Redman". This commercial aspect of the exchange was worked out to the satisfaction of both parties, but it is doubtful if the white man could have long survived the cruel tests of the wilderness, had he not had the wisdom of the native to guide him.

There were many native tribes. In the far north dwelt the Chipewyans and the Northern Cree. To the southwest in the territory now known as Saskatchewan dwelt the Assiniboines, the Salteaux, the Crees and the Blackfeet. The latter were more numerous in the territory to the west, now known as Alberta. Culturally the Assiniboine Indians belong with the Dakotas and the Plain Cree.

Inter-tribal wars were waged periodically. The signal fires gleamed, the drums beat, the warriors put on their war paint and donned their war bonnets before taking to the war path. They were relentless foes and superb horsemen. Their weapons were bows and arrows, which they used with amazing skill and accuracy.

THE METIS

The Metis were the offspring of white men and Indian women. They were strong and adept in plainscraft, making excellent guides and skilful in the handling of weapons.

The first Metis of Rupert's Land were mostly of Orkney and Northern Cree

origin. The children of this alliance reverted more and more to the ways of "The Paleface". Many of them became apprentice workers at York Factory. They also made successful missionaries. As the trade pushed westward, the French Canadians and the Indians made similar alliances and within the next two centuries the Metis were to multiply and become a power in the land.

By 1856 the frontiers had been pushed west to the Rocky Mountains. Trading posts were established and carefully planned routes were traversed by the fur brigades bringing in the annual pocket of furs, pemmican and buffalo hides by the waterways or overland trains. At York Factory the cargoes were made ready for overseas shipment, where they were readily sold to buyers for the European market. On the return trip the fur brigades took back the supplies and trading merchandise necessary to stock the trading posts for the coming season.

The trading posts were divided into the following districts:

SWAN RIVER DISTRICT:

Six posts—Fort Pelly, located some eight miles south of the present village of Pelly, Saskatchewan, on the Assiniboine River; Fort Ellice, 135 miles east of Fort Qu'Appelle, in what is today the province of Manitoba; Fishing Lakes, considered an outpost of Fort Ellice until Fort Qu'Appelle was built between 1863-1864. At that time the location was changed to the site it retained until the expiration of the Fur Trade.

Touchwood Hills post was established in 1852, 45 miles northwest of the most recent Fort Qu'Appelle post. Shoal Lake was an outpost of Fort Ellice and Egg Lake, an outpost of Fort Pelly.

SASKATCHEWAN DISTRICT:

Nine posts—Fort a la Crosse, 22 miles northeast of Kinistino; Fort Pitt, some 26 miles northeast of Lloydminster in the Frenchman's Butte district. A detachment of N.W.M.P. was placed at Fort Pitt in 1863 with Inspector Francis Dickens, son of Charles Dickens, Commander. Fort Carlton was located on the northern branch of the Saskatchewan River, approximately 60 miles north of Saskatoon. This fort was badly gutted by fire during the Riel Rebellion. These aforementioned posts were all located in what is today the province of Saskatchewan, with the exception of Fort Ellice (Manitoba).

Fort Edmonton, Rocky Mountain House, Lac la Biche, Lesser Slave Lakes, Fort Assiniboine and Jasper House further west and north.

CUMBERLAND DISTRICT:

Cumberland House, Moose Lake Factory and The Pass.

RED RIVER DISTRICT:

Included Fort Garry, White Horse Plain, Pembina, Manitoba Lake and Reed Lake.

Picillias of canoes were used in the early days to bring the furs in from the outlying posts. These were later abandoned in favour of the York Boat, which was introduced by the Hudson's Bay Company and proved to be much stronger, larger and safer to travel in. The York boats were designed on the model of the ancient Norse galley, manned by Orkney boatmen. These could also be used with sail.

Oreodians from the Orkney Islands signed up for five-year terms, working their passage across the ocean.

One of the few remaining York boats is now displayed by the Hudson's Bay people in Winnipeg.

As the country opened up and cargoes could be taken to Fort Garry, the overland route from the prairie posts was used to considerable advantage. The Carlton Trail was a famed highway in the early days. Traders on their way from Fort Carlton would stop at Fort Ellice, which became the half-way house to Fort Garry. The famous old Red River cart pioneered by the early settlers and fur traders of the Red River Valley proved its worth on the prairies. This two-wheeled cart passed out of existence with the fur trade, but will long be remembered as a symbol of the Red River Valley.

Thus the great fur trade spread and grew from its initial start on Hudson Bay to a mammoth organization whose outlying posts honey-combed the wilderness in every direction.

The entire area of the Northwest Territories remained under the jurisdiction of the Hudson's Bay Company until the deed of surrender made November 19th, 1869, became effective July 15th, 1870, incorporating it as a part of Canada. The Hudson's Bay Company retained only a commercial footing. It reserved its posts and stations with a right of selection of a block of land adjoining each post in conformity with a schedule annexed to the deed of surrender. The boundary lines were drawn from the United States boundary on the south, the Rocky Mountains on the west, the Saskatchewan River (northern branch) on the north and on the east by Lake Winnipeg and the Lake of the Woods, and the waters connecting them.

For more than a century very little expansion was made in the unknown lands to the west. With York Factory

and Churchill well established they waited at the coast for the Indians to bring in furs from the interior, until the Canadian traders intercepted the Indians half way to York Factory and took over the furs. This caused the "fur to fly" in many directions.

Upon the formation of the British-Canadian fur companies the Hudson's Bay Company established regular posts in the interior. In 1821 the Northwest Fur Company and the Hudson's Bay Company amalgamated, obtaining a licence to hold for 21 years the monopoly of the trade in this vast region. In 1838, the Hudson's Bay Company acquired the sole rights for itself, obtaining a new licence for 21 years. On its expiration the licence was not renewed. The Hudson's Bay Company received 300,000 pounds sterling on the transfer of Rupert's Land to the Dominion of Canada in 1870.

Retracing our path to the early days of the Hudson's Bay Company, we find three remarkable characters who were not afraid to pit their strength and courage against the unknown dangers of the wilderness. Like the knights of old, these three intrepid adventurers set out to slay the dragons of the wilderness.

Henry Kelsey, a lad of 18 years, was not afraid of the natives, in fact he liked them and took to their ways. Starting out in July, 1691, and keeping a diary of his adventures, with a description of the country through which he passed, he wandered far into the country of the Assiniboines and the land of the buffalo and the grizzly bear. The "Cypre" Hills near Maple Creek, named from the Jack Pine in that vicinity, was the favourite haunt of great numbers of grizzly bears and the elk and red deer, until the invasion of the white man caused them to disappear.

On behalf of the Hudson's Bay Company, Henry Kelsey took possession of the lands traversed and secured for them the trade of the Indians, until that time considered hostile. His return to York Factory created quite a sensation, as from old records we are advised he arrived dressed in the Indian fashion accompanied by an Indian bride he had wed in accordance with the tribal customs of her people.

Ramsay Hearne in 1774 made further explorations into the interior and established a fort known today as Cumberland House.

Alexander Mackenzie discovered the river which bears his name. Starting a second western trip from Fort Chipewyan, he then worked his way through the wilderness, catching his first glimpse of the mighty Pacific ocean July 22, 1793, the first white man to traverse the northern wilderness by land.

YORK FACTORY . . . THE HUB OF RUPERT'S LAND

York Factory is located five miles from the mouth of the Hayes River, surrounded by spruce and northern pine. All Hudson's Bay posts were patterned very much alike. A 12-foot stockade surrounded an open square or compound. Dwellings, stores, counting sheds and work shops were built inside the stockade along the sides of the square. The number of buildings required depended largely on the status of the fort in the company's economy. York Factory, being the commercial capital of Rupert's Land, required many more buildings than Fort Carlton, which was simply a receiving and distributing station. Fort Garry grew rapidly as the business expanded westward. The buildings of Fort Garry were built of limestone. Poplar was used for the plain posts and the northern posts were built of unsanded pine logs. As the years passed improvements were made. The factories and staff dwellings were oftentimes beautifully paneled in pine, the hand-polished ceilings reflecting the gleam of the firelight from the high fireplaces made of field stone and usually covering one complete wall. Designed with simplicity, the homemade furniture and bear skin or buffalo rugs gave them a unique charm. Everything was kept in immaculate order and a military neatness prevailed. From the flag staff flew the ensign of Great Britain, with the blue letters HBC on the fly.

Many of the beautiful log lodges in the north country today are patterned after the old Hudson's Bay style, with modern conveniences added for comfort.

York Factory remained the store house and port for the Hudson's Bay Company until 1875, when the chief accountant of the northern department closed the books for the last time and transferred them in person to Fort Garry. Two years supplies covering all posts were kept on hand. This was to guard against shipwreck or other unforeseen misadventure to ships and supplies on their way through the perilous northern waters. The business and personal accounts of the staffs were brought in by the officers of the fur brigades as they brought in the furs from the districts. Log books or daily journals, giving a detailed account of the various transactions and daily events which transpired were kept at each post. An inventory was held in the spring, everything counted and recorded, reports made, furs, pemmican and hides packed ready to hand over to the officer in charge of the brigade on its way to York Factory to bring back fresh supplies, brought in by the boats from England. Lists of merchandise, supplies and necessary equipment for the

coming year were made up, the huge fur press in the yard was in constant use, as the bales of furs and hides were made ready for the trip. Everything was in readiness to load when the fur brigades arrived.

HUDSON'S BAY COMPANY FACTORS AND STAFF

The management of the trading posts was placed in the hands of carefully chosen men who were known as Hudson's Bay Factors. The old payrolls of the Hudson's Bay Company records the names of many men picked from the Highlands of Scotland, honest, reliable men who served the company well and were diplomatic in their relationship with the Indians. The personnel of the staff usually included the appointment of a chief factor, chief trader, clerk and accountant for the district, postmaster, guide and interpreter. Numerous apprentice clerks signed up for the five-year term, learning the business from the ground up and advancing to hold high positions with the company.

THE ANNUAL ARRIVAL OF THE SUPPLY SHIPS

The arrival of the sailing vessels from England meant a busy time for York Factory. The York boats had to be loaded with the annual supplies for the trading posts in the various districts. The fur brigades then started on their homeward journey, their boats packed to overflowing with mail and parcels from home, flour, sugar, tea, tobacco, gun powder, beads, pans, kettles, axes, candle wick, blankets, bright red cloth and a thousand other articles used in their trade with the Indians. Money was never used, credit slips being exchanged between missionaries, Indians, traders, and the itinerant fur traders of Metis origin, who followed the buffalo hunt and carried their merchandise with them. The trading posts generally advanced credit to the tribes to carry them through the hunt, but this practice was curtailed during the later years. Inter-tribal warfare killed off many of the braves and the debt stood on the books unpaid.

The first stop on the return trip was Norway House, 400 miles from York Factory. There were 34 portages which had to be crossed, either the supplies had to be packed across and the boats carried on their heads or one half the crew scrambled along the shore, tugging the boats, inch by inch, with cod lines or cables, while the rest of the crew stayed in the boats to guide them. Either tracking against an ordinary current or inching their way against the force of a rapid or waterfall requires great strength. Both strength and skill are

required in rowing or poling upstream. Add to this the mosquitoes, black flies, sand flies and deer flies which hover in such numbers about the boat as to make it almost viciously attacking whenever and wherever they are able to dart in, one then gets some idea of the life of a boatman.

Camped for the night, the usual fare was bannocks and pemmican. The bannocks were a mixture of flour and water, fried on bakes, in a frying pan. This with a drink of strong, black tea made in a smoke blackened pot, which was suspended on forked branches over the camp fire, brought back their strength and the courage to carry on for another day. At ease around the camp fire they pulled away at their pipes, filled with tobacco newly arrived from their homeland. Where wild game or waterfowl were plentiful, they varied their fare with "Tonask" duck, spread-eagled over the camp fire on forked sticks and crisped to a golden brown, or rolled in clay, feathers and all, and baked in the glowing embers of the camp fire. Deep lake trout, white fish and Wall Eyes were plentiful in those northern waters and made a pleasant change in their bill fare.

Fort Pelly is located on little Fayreton Lake near the mouth of the Jack River. After unloading the supplies for Norway House they proceeded on their way to Fort Pelly, one of the original old forts on the Assiniboine River, close enough to the Swan River for portage across the supplies. Fort Pelly was the distributing centre for the boat brigades arriving from York Factory. Supplies for the plain posts were transferred at this point to the overland routes.

Later, the winter brigades from York Factory and Fort Garry met at Norway House, continuing from there to Carlton House on the northern branch of the Saskatchewan River. Fur brigades from Mackenzie House and other northern posts met the incoming brigade at Carlton House, transferring their loads, supplies going north and hides and pelts returning with the brigade to York Factory. The supplies for the Swan River district were at this time distributed from Fort Ellice.

Due to this change in the fur trade route, Fort Pelly was abandoned as a distributing centre in 1872, in favour of Fort Ellice. Owing to the arrival of the early settlers, its trading value declined and it was abandoned. The buildings were purchased with the land adjoining by one of the homesteaders. For well over half a century Fort Pelly had held its place as one of the top ranking posts of the Swan River district.

The big event of the year was

definitely the arrival of the supply boats from England. For over a hundred years their schedule seldom varied, the boats arriving in August. In 1875 Fort Garry took over the role so long held by York Factory. Sailing vessels made the long perilous journeys across the Atlantic until the advent of steam. Steam navigation began in 1869, but the earlier crossings of the Atlantic used considerable more sail than steam. In 1828 however, the "Sirius" sailed from London to New York via Cork with 100 passengers, arriving safely.

By 1869 the shape of things to come became manifest in many ways. South of the border railroads were extending their lines further west. Flint and steel would soon be abandoned in favour of the new safety lamps which had been brought into the plain posts in 1867. Heretofore the homemade candles made of buffalo tallow and candle wick sent out from London with the yearly supplies of tea, sugar and flour, light matches were being imported from St. Paul, Minnesota, expensive, yes, and only the fur brigades on the trail were allowed a few for emergencies, but it was progress.

In the early '70's steamboats, flat boats and other crafters made their appearance on the waterways. The Hudson's Bay Company introduced their first steamer to the fur trade. These were used on Lake Winnipeg and plans were being made to put stern wheelers on the northern branch of the Saskatchewan.

These modern inventions foreshadowed the doom of the York boat, as well as York Factory, for more than a century the very heart of the fur empire. The Red River cart introduced by the North West Company at Fort Rensselaire in 1801 and for many years used for freighting on the plain trails, would be discarded in favour of the democrat and the buckboard. Steamboats even then running on regular schedules across the Atlantic and Pacific Oceans would supplant the sailing vessels and every vestige of this golden era was to disappear. The sleds would shortly be wiped clean of furs, trails, buffaloes and fur traders.

The closing chapter was near at hand. By 1875 this great historic role came to an end, not only in Canada, but in Siberia, Alaska and the United States. A new era was dawning ushering in the Man with the Walking Flew.

TREATY OF 1874 SIGNED AT FORT QU'APPELLE

Tauchwood Hills Post established in 1862 was followed by an outpost from Fort Ellice on the prairie south of the Fishing Lake and southeast of the site

upon which Fort Qu'Appelle was later built by Peter Housie, between 1863-1864. The Indian trade with the Wood Mountain Stonies and Old Wives Lake was handled from this latter point.

Located on the Qu'Appelle Lakes in the beautiful Qu'Appelle Valley, Fort Qu'Appelle soon outvalued the Touchwood Hills Post. From the higher points one can appreciate the magnificent view of the chain of lakes extending through the valley, Lake Katopwa, Mission Lake and Echo Lake.

Qu'Appelle, meaning "Who Calls?" is taken from an Indian legend. Qu'Appelle River was designated as "The Calling River."

The overland trail followed the Qu'Appelle Valley and was the original route used by the overland trains on their trips from Carlton House to Fort Ellice and down to Fort Garry.

The building of the Fort was the work of an artist. Stockades and all buildings were whitewashed a gleaming white, which made a pleasing contrast to the green wooded slopes and the sparkling waters of Echo and Mission Lakes. The Factor's house was built of poplar logs, with beautifully paneled walls and ceiling. Store and counting sheds were placed in the usual pattern inside the stockade, with the fur press in the centre of the square. The stockade gates of Fort Qu'Appelle were opened to travellers from the east, the west, the north and the south. The flagstaff of Fort Qu'Appelle flew the Ensign of Great Britain, with the blue letters HBC on its fly.

It was at Fort Qu'Appelle on the 15th day of September, 1874, that the first Treaty negotiated with the Western Indians was signed. It is known as Treaty No. 4. The Treaty ground was part of a large park on which a monument was erected in 1915, commemorating the first Treaty between the Indians of the Northwest Territories and Queen Victoria, represented by her Commissioners, the Hon. Alexander Morris, Lieutenant Governor of Manitoba, the Hon. David Laird, at that time Minister of the Interior, and the Hon. W. J. Christie, a retired Chief Factor of the Hudson's Bay Company. They were escorted by 100 men of the active militia under the command of Lieutenant Colonel Osborne Smith. There were about 1,000 Indians present at the Treaty. The Tribes dealt with were the Crees and the Saulteaux (Sots). The latter were much harder to convince. The conference lasted six days and an area of 75,000 miles surrendered.

The Reserves were allotted on a basis of 125 acres for every man, woman and

child. Much of this land was later turned back to the government and the proceeds of the sale placed to the credit of the bands to which they belonged. The Indians were allowed to select their land and showed great shrewdness in the selection.

A department was set up later to administer the affairs of the various Reserves and Indian Agents appointed.

ESTABLISHMENT OF THE DOMINION GOVERNMENT IN THE NORTHWEST TERRITORIES

The British North America Act of 1867 established Ottawa as the Capital of the Dominion of Canada (Sir John A. MacDonald, first Premier of Canada).

The Transfer of November 19, 1869, made by the Hudson's Bay Company, changed the status quo of the Northwest Territories and Rupert's Land became a part of Canada July 15th, 1870.

In 1873 Sir John A. MacDonald introduced a Bill respecting the administration of justice and for the establishment of a police force in the Northwest Territories. By a series of half year steps were taken to organize the Force which became known as the North West Mounted Police. Fort Walsh in the Cypress Hills District was built in 1876. An important N.W.M.P. Post was established at Wood Mountain.

The Treaty of 1874 made with the Crees and the Saulteaux Indians at Fort Qu'Appelle, left the government free to formulate a plan for dividing the North west Territories into districts.

By an Act of the Dominion Parliament in 1875 a district of the Northwest Territories was given definite existence extending from the western boundary and covering the southern portion was designated as the District of Assiniboia. The northern portion was designated as the District of Saskatchewan.

The Northwest Territories Act of 1875 also provided for the appointment of a Lieutenant Governor and Advisory Council to administer the affairs of the Territory that stretched westward from the Manitoba Boundary to the Rocky Mountains and northward from the American Boundary to the unknown silence of the Arctic.

November, 1875, Hon. David Laird of Prince Edward Island, Minister of the Interior in the Dominion Cabinet, was sworn in as Lieutenant Governor of the Northwest Territories and Council appointed.

1877 First Territorial Seat of Government. Fort Livingstone, three miles northwest of Pelly, Saskatchewan, on the Swan River, was the first seat of the Territorial Government in 1877.

The first session was held here in that year. On the spot on which the Governor's house stood, built originally as the residence of the Commissioner of Police, and in which the memorable first session was held, a tablet was erected which reads: "On this spot the first Northwest Council was held on March 9, 1877. Presided over by Hon. David Laird, Lieutenant Governor; Lieutenant Colonel J. F. MacLeod, Commissioner of the N.W.M.P.; Hugh Richardson, Stipendiary Magistrate, and Matthew Ryan, Stipendiary Magistrate."

Fort Livingstone, Swan River Narrows, N.W.M.P., was built in 1874 and destroyed by fire in spring of 1884. The N.W.M.P. headquarters had been moved to Shoal Lake, 160 miles south in 1878.

In 1876 the first mail route was established by the government between Fort Edmonton and Winnipeg. The mail was carried in winter by dog sleds and in summer by horse-drawn stagecoach. Mail arrived at Fort Livingstone every 21 days, where it met the Edmonton mail coming in. Between Winnipeg and Edmonton it was a 7-day stagecoach ride, and from Edmonton to Pelly the mail couriers were Métis.

Eight miles south of Pelly, Saskatchewan, on the Assiniboine River is the site of Old Fort Pelly, one of Saskatchewan's early fur trade posts.

Shortly following the memorable first session at Fort Livingstone, the Hon. David Laird, Lieutenant Governor of The Northwest Territories, departed for Batavia, the site chosen for the future capital, arriving in August of 1877.

In 1882 the area below Parallel 50° was divided into the Provincial Districts of Assiniboia, Saskatchewan, Athabasca, and Alberta. That same year the main line of the C.P.R. was completed across the western prairies and Regina was named the capital of the Northwest Territories March 27, 1883, and incorporated as a city in 1903.

An Act of 1857 gave representation to the Territories at Ottawa and an Act of 1868 set up an electoral territorial legislature at Regina, the new capital of the Northwest Territories.

In 1905 the Districts of Assiniboia and Saskatchewan were united to form the Province of Saskatchewan. Hon. Walter Scott, first Provincial Premier (1905-1914).

REGINA

The capital and governmental center of the Province of Saskatchewan was named in recognition of Queen Victoria by the first Governor, David A. McCreary, in 1872. The name of Regina was given to the town of Regina, Saskatchewan.

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SASKATCHEWAN

Is a corruption of an Indian expression signifying "Rapid River" or "Swift Current." Originally it was applied to any river having such peculiarities until it finally became restricted to the Great River "Saskatchewan" of the western prairie fertile belt. The Province derived its name from this river.

THE LAST OF THE BUFFALO

The buffalo herds began to diminish in the 1870's and a decade later in the early 1880's they had disappeared from the plains.

Tales of the mighty buffalo stampedes, their thundering hooves hitting the prairie dust, would be told around the camp fires for many years to come, but the buffalo had simply vanished like a puff of smoke in the wind.

The last organized hunt was conducted in the foothills of the Moose Mountains in 1882. The hunters generally agreed that the spring of 1882 was the last time they saw a buffalo and they advise us that 700 Red River carts arrived from Manitoba, which returned loaded with hides and pemmican. The buffalo were rounded up in the ravines and coulees, then slaughtered unmercifully by the hunters. Man's insatiable greed to kill more than he could carry left the hunting grounds a field of carnage and desolation.

The buffalo grounds were the bone of contention among the different Indian tribes. Setting a bounty for the killing of the buffalo created an industry in procuring robes which quickly settled the destiny of this mighty monarch of the plains.

After the Custer massacre, following the gold rush in the Black Hills region in 1876, Sitting Bull and 4,000 of his warriors, came into Canada, spending some time in the vicinity of Maple Creek and the Cypress Hills, where they engaged in buffalo hunting. Later in the fall they returned to the American reservation, but not before they had taken their toll of the buffalo.

was the first church in the valley which was later destroyed by fire in 1870. Bishop Tache revisited the spot to dedicate the new church which had been erected to take its place. Seventy years later services were still being held in this little church and to generations of Valley people it had become a symbol of their faith. The present church was completed in 1925.

In 1874, Father Joseph Hugonard (O.M.I.) was sent out to assist Father Decorby, taking over complete charge of the Mission in 1878. Father Joseph Hugonard (O.M.I.) was born in France in 1848. At the time of his appointment to the Qu'Appelle Mission in 1874, Qu'Appelle (which takes its name from a beautiful Indian legend) was then but a fur trading post. The name Qu'Appelle is taken from the Cree language meaning "WHO CALLS". Many of Pauline Johnson's poems are centred on this chain of lakes, especially "The Lake of the Qu'Appelle". The name Qu'Appelle was changed in 1884 to Lebrét. Father P. Lebrét being in charge of the mission at that time. This was deemed advisable to avoid confusion in mail between Fort Qu'Appelle and Qu'Appelle.

The lake was named in honour of the site chosen by Bishop Tache (O.M.I.). The lake became known as Mission Lake. Since that time Qu'Appelle (now Lebrét) has been a mission centre for the Crees, Saulteaux and Assiniboines who live in southern Saskatchewan.

In 1919 a sanctuary was completed by Father J. B. Boyer (O.M.I.) dedicated to the Sacred Heart of Jesus, on the spot where Bishop Tache first erected the wooden cross in 1865. Since that time an annual pilgrimage has been held which draws pilgrims from all parishes in the vicinity. In earlier days special trains carried the throngs to this point. Today the tradition is still carried on by an annual procession to the shrine on the feast day of Corpus Christi. Lebrét is some fifty-five miles northeast of Regina and four miles east of Fort Qu'Appelle, which was one of the main trading centres for the Hudson's Bay Company. The old Hudson's Bay trail follows the Qu'Appelle valley and was the scene of much activity during the early fur trading days, when the overland trains travelled via Fort Pelly to Fort Qu'Appelle and on to Fort Garry.

Archbishop Alexander Tache, O.M.I., was the founder of the first Indian Industrial School and Father Joseph Hugonard, O.M.I., became the first principal of that school. The Qu'Appelle Indian Industrial School was erected in 1884 by the government of Canada for the education of the Indians

of southern Saskatchewan (then the District of Assiniboia). Under the competent leadership of Father Hugonard the school developed from 15 pupils in 1885 to 225 in 1894. Boys are taught a.1 manner of trades and the girls are trained in domestic arts. The school attained a great reputation, it was visited by several governors-general of Canada and by H.R.H. the Prince of Wales. The first school was destroyed by fire in 1904. The second one, built in 1904, was again gutted by fire in 1932. It was rebuilt through the efforts of Father G. Leonard, its principal, in 1934, and opened in the spring of 1935. For several years the school has been the school for the Indians of the district.

Father Joseph Hugonard died in 1917, having spent 45 years in furthering this great work.

Following closely in the wake of the fur traders came the missionaries establishing missions along the fur routes. Under the direction of the Oblate Fathers at The Pas, Manitoba, we find missions established at Beauval, Buffalo River, Buffalo Narrows, Chagoma, Cumberland House, Isle à la Crosse, Island Falls, La Loche, Whitefish Lake (Post), Swan Lake, Birch Strait, Lac des Oeufs, Pelican Narrows, Sturgeon Landing, Croes Lake, God's Lake, Island Lake, Lac du Brochet, Nelson House, Norway House, Patitawagan and many other points, some dating back to the early days, others of more recent years.

As early as 1844 Isle à la Crosse was visited by the Oblate missionary, Rev. Jean Baptiste Thibault. It was established as a mission post July 8th, 1846, by Father L. F. Richer-Lafèche who associated the newly ordained Father Alexander Antonin Tache in the work.

The history of St. Paul's Anglican Mission, Churchill, is linked closely in date, as are many missions of the North, to the movements of the Hudson's Bay Company. On their establishment at Churchill visits of numerous missionaries were made, mainly from men in charge of the missionary work at York Factory. It was not until 1860 at the request of the Chipewyan Indians, that a permanent mission was established, with J.P. Gardiner in charge. The names of some of the early Anglican missionaries to Churchill, include Gardiner, Kirkby, Laflamme, Fairies and Sever, all well known in the annals of the Church of England in Canada.

Henry Budd was the first of the early missionaries at The Pas. Being a native Cree, he came to The Pas in June of 1846 to teach the Indians of this area. To him belongs the honour of founding the work which was afterwards to be known as

Devon Mission and Christ Church Parish. He was not in orders at the time but was later ordained and returned to labour for second and third terms in his old field. One of the old established missions conducted by the Anglican Church is located at Fort a in Corne near the James Smith Indian Reserve No. 100 which is under the jurisdiction of the Duck Lake Indian Agency.

A Presbyterian Mission was founded at Prince Albert in 1885 by Rev James Nisbet near a settlement of English-speaking Metis. The name Prince Albert was chosen in honour of the Prince Consort.

At Duck Lake we find St. Michael's Residential School for Girls and Boys conducted by the Oblate Fathers with the aid of the Sisters of the Presentation of Mary, for the Indian children of Remové Reserve, One Arrow, Masker Mistawasis, Sturgeon Lake and Fort a. Corne. This school was founded in 1894 and rebuilt in 1924. Duck Lake Indian Agency is approximately three miles west of town.

In 1870 an influx of white settlers arrived in Manitoba and began to settle the territory surveyed by the government. The Metis arose against the invasion of the country. Historians have written detailed accounts of this rebellion on the Red River. The result of this state of affairs was that many of the Metis abandoned their lands on the banks of the Red River and came to settle around Duck Lake, Batoche and Carlton, between the two branches of the mighty Saskatchewan river. On account of their increasing numbers these new settlers begged for missionaries who would live among them. They trusted "The Black Robes" and thus in 1870, a delegation from the surrounding tribes brought Father Moulin from Isle a in Croix. In 1871, Bishop Grandin recalled Father Moulin and named Father Andre as his successor. Father Andre came from St. Albert and some months later he was succeeded by Father Laurent. St. Laurent was founded. It counted 85 families, served by the two zealous missionaries. The site of the mission was destined to become known throughout the land, as many thousand pilgrims annually made the pilgrimage to the St. Laurent Shrine, which is eight miles north of Duck Lake. St. Laurent exists no longer as a mission but has become the St. Laurent Shrine.

THE ARRIVAL OF THE FIRST TRAIN

August 23rd, 1882

The main event of the year 1882, as far as the settlers were concerned, was

the completion of the C.P.R. main line across this virgin wilderness.

W. C. Van Horn took over as General Manager of the C.P.R. construction on New Year's Day, 1882. Previous to this time he had been associated with the Chicago, Milwaukee and St. Paul railway.

At this time there was nothing in the prairie country for the coming season's construction. He had commenced his direct

the prairie season during his first year.

His courage and dynamic force. Obstacles in his path were hurled aside. As the gleaming rails were their ribboned trail

making a new and established fact and by October the wire stringers had reached Gull Lake, a distance of 279 miles from Oak Lake, Manitoba, their

were routed up the Assiniboine Valley over the track that

located at the junction of Saskatchewan and Battle Rivers, was the territorial seat of government in the spring of 1882. Supplies were freighted in over the old fur trader's trails or brought in by river boat from Winnipeg 600 miles to the south.

Lieutenant Governor David Laird left Edmonton at the close of 1881 and the Honourable Edgar Dewdney succeeded him as Lieutenant Governor of the Northwest Territories. Deeming it advisable to have the capital located on the main line of The Canadian Pacific, he then under construction Government selected a new capital.

Van Horn work advanced rapidly on the C.P.R. and by August the track was completed to the crossing of the creek near the present RCMP Barracks. The capital was

short circulated freely in Winnipeg and other cities, noropes the proposed new capital site. There were those

at that time had a Hudson's Bay Company Post and store, a detachment of Mounted Police, four general stores and a dozen huts or dwellings. Supplies and mail for Fort Qu'Appelle were freighted in from Fort Ellice 135 miles to the east at the junction of The Qu'Appelle and Assiniboine rivers. Fort Ellice in turn was supplied from Brandon by boat on the Assiniboine river.

A few days previous to July 1st the Honourable Edgar Dewdney termed "The most elusive man in the terri-

lenses" had left Fort Qu'Appelle, keeping his whereabouts secret. After consulting with T. S. Gore, Dominion Government land surveyor stationed at Pile O' Bones Creek, he mailed this notice to a post near the creek.

NOTICE: I hereby give notice that all government land in Township 17 Range 30, west of the second meridian is reserved and will continue to be so until otherwise ordered.

--By Order E. Dewdney,
Lieut. Gov.

Landseekers who blazed the trail to the Northwest Territories in the spring and early summer of 1882, usually shipped their supplies to Oak Lake, Manitoba, at that time the end of the steel and the starting point for the CPR construction, work west. Then in carts, wagons, buckboards or democrats they travelled to Fort Ellice, from this point they followed the trail of the fur traders west, which branched off to Fort Qu'Appelle. This was a nine days trip and on reaching the Fort, those bound for the rumoured site of the new territorial capital were directed to follow the fur trader's trail, southwest to a favourite camping site of the buffalo hunters, at the old crossing of The Pile O' Bones Creek, twelve miles north and somewhat west of the present city of Regina.

Wascana is a corruption of the Cree word for bones. A great pyramid of buffalo bones capped a low hill close to the Old Crossing. This huge pile of bones gained the district its name.

According to the legend of the Crees this unique shrine represented a thank offering to The Great Manitou who had provided their sustenance throughout the ages. The Hudson's Bay fur traders referred to this district as The Pile O' Bones Valley.

Buffalo pounds built by the Indians to trap the mighty Monarch of the Plains, left the hunting grounds a field of carnage and desolation. Cautious and ever wary of danger, the buffalo would change his course rather than follow the old trail, where they had once been trapped. Consequently every trace of a former hunting ground must be wiped out if they were to lure the animals back to their old feeding grounds. Quite understandably then, the removal of the bones became a religious rite.

Phoebe Weaver an aunt of L. E. Weaver, represented the GNW Telegraph Company in 1882, making the first trip west on the special train out of Montreal, which carried the official party over the track of the CPR which had been completed as far west as the

crossing of the Pile O' Bones creek near the RCMP Barracks. W. C. Van Horn provided the champagne from his private stock and Princess Louise, wife of the Governor General of Canada christened the new Territorial Capital Regina, August 23rd, 1882.

After the christening ceremony the ladies were taken to view the buffalo pounds at the old crossing, making the trip in work wagons used by the construction crew. One of the highlights of the day was barbecued buffalo meat and venison served in the horse tent which had been cleared for the occasion.

A party of six formed the first trail blazers, Frank and William Callender, Neil Martin, Fred Tate, Fred Cochrane and Matthew Henderson, arriving with wagons and teams from Cabbourg, Ontario.

They reached the old crossing May 23rd, 1882. As no decision had been reached regarding the proposed site of the new capital, they pitched their tents and waited for news, when word of the proclamation reached them they changed their location to the crossing of the creek near the present, RCMP Barracks.

The spot eventually selected for the townsite was some two miles east on an old buffalo wallow which cost in the neighborhood of \$27,000 to drain and is now Regina's business centre.

The McCannell party arrived June 18th, 1882 and following the advice of T. S. Gore, the Dominion Government Land Surveyor, they located good land.

W. H. Duncan, R. G. Hamilton and The Honourable H. C. Cameron, reached Regina in July via Moose Jaw Creek. Having failed to locate Governor Dewdney at Fort Qu'Appelle, they attended the first of July celebration, where they met R. H. Williams, who had just arrived with a party of nine. On leaving Fort Qu'Appelle they travelled to the west side of Last Mountain Lake, this circuitous route brought them into Regina from the west.

Before the establishment of train service, landseekers continued to arrive over the old trail. Many were young men for this was a young man's country and only those with rugged constitutions could hope to tame this vast wilderness.

Listed among the first arrivals were George Grassick and James Bole, names long famous in the history of Regina. James Bole travelled with his parents, making the long trip from Rapid City, Minnesota in a horse drawn cart.

A new system of transportation was introduced shortly after the establishment of train service. J. M. McLean was

Wednesday, June 7th, 1882

Parsons and I started at 3 p.m. to look for land. This morning I bought a plow for \$23.00 and about \$15.00 worth of provisions. I also bought out Rennie's outfit. He went back and we went forward. Got to Poplar Bluff.

Thursday, June 8th, 1882

Left the bluff about 6 a.m. and travelled until 7 a.m. Camped for breakfast. It came on a shower of rain but soon cleared off. Got to Plum Creek (now Souris) about 4 and had to get our things taken over Plum Creek in a small boat. We had to take the wagon to pieces, and the oxen had to swim, cost us \$1.50. Got about four miles past Plum Creek that night.

Friday, June 9th, 1882

Got to Maize about 11 a.m. Where we found that there was some coal. The town of Maize has a store about 10x12, a stopping place about 12x14 and a stable 10x12 and a blacksmith forge outside. That is all the buildings and the inhabitants are two men, one dog, cow and calf. We bought a box of sardines. When we stopped to get tea, we found that my carpet bag had fallen off. I had to go all the way back to where we had dinner to get it.

Saturday, June 10th, 1882

Got to Gopher Creek about 11 a.m. It was about 1-mile wide and about three feet deep. Parsons had to take off his pants and drive the oxen through. Reached Morrisons about sundown.

Sunday, June 11th, 1882

Arrived at Dana about 8 a.m. Stopped for breakfast. Went and had a talk with them. They seemed well pleased with the country. Went up the south side of the North Antler instead of the north side. Camped about 15 miles west of Dana. The mosquitoes were awful here. Had to smudge them.

Wednesday, June 14th, 1882

Got to within 10 miles of Carnduff.

Thursday, June 15th, 1882

Arrived at Sec. 33, Twp. 2, Range 3 W about 12 p.m. Met a Mr. Preston, Mr. Barker and four other men who had squatted there. They told us to leave our oxen with them and look around at the land. We left our oxen with them and went as far as Sec. 18. We thought it very good so we went back and stayed all night with the men.

Friday, June 16th, 1882

Arrived at Sec. 18, Twp. 2, R. 33 about 10 a.m. Pitched our tents, unloaded our goods and went to look for the river to get some wood. We found that we were about four miles from the river and lots of wood. Carried home all we could and it lasted till Monday.

Saturday, June 17th, 1882

Ploughed a little piece for potatoes.

Monday, June 19th, 1882

Went with the oxen to the river for a load of wood. Mr. Parsons and I met Mr. McGregor Rapelge plowing on Sec. 14 2 33.

Tuesday, June 20th, 1882

Ran a furrow with the plow along the north and south side of Sec. 18 and half of the south side.

Wednesday, June 21st, 1882

Ran a furrow right through the centre of Sec. 18 from north to south. Preston takes the east side and I the west. Came on rain at noon and rained all afternoon.

Friday, June 23rd, 1882

Parsons went to McArthur's and we staid to get a clevis.

Saturday, June 24th, 1882

Still ploughing. Parsons came home without a clevis. I said someone will have to go to Brandon and get a clevis and some other things. We must keep the plough going. Parsons said he would rather plough than go to Brandon on foot. So I said that I would go.

Sunday, June 26th, 1882

Ploughed till noon and then started to wait at Brandon. Left Sec. 18 about half past two and arrived at the South Antler about 6 p.m. Water very high. Had to strip off, make my clothes and provisions into three bundles and fasten one at a time to the top of my head and be paddling with all my might. I got there wet. The water was about four feet deep. Got to Mrs. Welsteads about dark, nearly eaten with mosquitoes. Put on an awful night in their tent, nearly eaten alive. Got two hours sleep. Had wet feet and socks from the South Antler and got dry socks from the boys.

Tuesday, June 27th, 1882

Started from McArthur's and Welsteads about 8 a.m. Went a half mile and came to water two feet deep and had to take them off again. Went another 1/2 mile and came to water again so I walked through everything. I came to after that. Had to take off my pants at Hesterters and Dana to get across the North Antler. Got to Gould and Elsie's about sundown. Stayed with them all night. Worked about 30 miles today.

Wednesday, June 28th, 1882

Started from Gould and Elsie's about 7 a.m. paid 95 cents to cross the river. As a horse for the first 15 miles came to the Dead River and a great job to get over. Pants had to come off again, came to a large plough and thought that it was not deep, rolled pants to my knees and when about the middle I went into a hole and my pants went right through with pants on water up to my middle. Got to Higgins at dark.

Thursday, June 29th, 1882

Started from Higgins about 8.30 a.m. Feet getting sore and legs very sore.

had to stand in a great thunder storm—thunder and lightning very heavy. Arrived at Plum Creek about 5 p.m. Paid 10 cents to cross the Souris and stayed at Plum Creek all night.

Friday, June 30th, 1882

Left Plum Creek about 7 a.m. Legs and feet very sore, had walked about 15 miles when a team came up and took me to Brandon. Arrived in Brandon at 7 p.m.

His tribulations on the way back were not quite as bad but the last two nights he became lost on the prairies.

Saturday, July 15th, 1882

Lost on the prairies all night.

Sunday, Sabbath, July 16th, 1882

Got lost on the prairies and had to stay out all night. Made a fire of grass to keep off the mosquitoes. At 3 a.m. daylight came on and I found a post and found where I was and got to Sec 18 about 4 a.m. Found Parsons in bed, got breakfast and went to bed.

Monday, July 17th, 1882

Found that Parsons had done very little ploughing. The oxen had bossed him. I then started to plow. The oxen went awful for a day and a half.

Tuesday, July 18th, 1882

Ploughing, Parsons digging the well.

Wednesday, July 19th, 1882

Ploughing.

Thursday, July 20th, 1882

Finished breaking, the land was now getting too dry, 10 acres broken up. Parsons building my sod shack.

During the late summer and early fall he made several trips to Brandon, but none with the disastrous results of his first trip. On one trip he loaded his household goods and brought his family back.

Wednesday, Nov. 8th, 1882

Started from McArthur and W. stands for Sec. 18 with two yoke of oxen in the afternoon and one mile from Carnduff's met McArthur. A fine day. Carnduff's brother's stable was on fire. Left a ticket on the door to let him know as he was not at home.

In December he writes—

Wednesday, Dec. 6th, 1882

Very cold in the house. One pot setting on the back part of the top of the stove froze, while the one on the fire was boiling.

Thursday, Dec. 28, 1882

Went for a load of wood for Parsons, had a visit with two sons of Mr. Jones. They told me that Buck (one of the oxen) had the Hollow Horn. They told me to split his tail about 14 inches and put in a tablespoonful of salt and pepper, then bandage up and put a teaspoonful of turpentine on the top of his head. I came home and split Buck's tail, put on

the pepper and salt and had no turpentine. Will try and get some.

On Sunday, Jan. 21st, 1883, he writes: A fearful blizzard—dreadfully cold.

Monday, Jan. 22nd, 1883

In the forenoon shovelling snow out of the porch and in front of the porch. Last night was fearful cold. The bread had been frozen in the bread box for two nights, as hard as a stone. Mrs. M. thinks that she must have got her nose froze a little in bed.

This diary depicts the life of the homesteader in the early 1880's. Cutting wood, breaking the sod and planting the seeds for their meagre harvests which fed them over the following winter. Blizzards, floods and prairie fires were taken in their stride. Supplies were either freighted or carried in through mud and over frozen roads. Their sod houses were furnished with the barest necessities, but they survived and what is more they stayed to play a vital part in the building of a great province.

The first post office in the south country, as shown by an early C.P.R. map, was listed as Carnduff and was located on Carnduff's homestead. John Carnduff was the first postmaster. Postmasters at that time were paid \$2.00 per annum. The prestige accorded the postmaster made up for the small stipend allowed. The C.P.R. steel was completed to Oxbow in 1891. At this time John and Richard Carnduff moved to the new town or as surveyed by the C.P.R. two miles east of the previous post office location. The name Carnduff was retained for the new settlement.

J. J. SADLER NAMES GAINSBOROUGH

Sixteen miles east of Carnduff on the C.P.R. is the village of Gainsborough named by J. J. Sadler, a pioneer settler of the district (1880). He chose the name Gainsborough as a tribute to the great English painter whose masterpieces he greatly admired.

Prior to moving to Canada J. J. Sadler had been established in the mercantile trade, manufacturing various chemical products in Lancashire, England. At the age of 40 he decided to move his family to the District of Assiniboia where he intended to start farming on homestead land. With his wife and eight children he left Ulverston, England, in 1882, making the long trip to Deloraine, Manitoba, which was 50 miles from their homestead located near the present site of Gainsborough. The balance of the journey was completed in an ox-drawn wagon. With their household effects they brought the first piano to what is now southeastern Saskatchewan. Lumber had

to be hauled by oxen from Deloraine to build their new frame home, which took some time to complete. In the meantime they made do with a makeshift dwelling made of logs and brush.

J. J. Sadler was a farmer who made a name for himself in politics. He enjoyed meeting men who were promoting the welfare of the country and in this manner met and became a staunch supporter of Nicholas Flood Davis. Irene Sadler who recently celebrated her 80th wedding anniversary as Mrs. A. B. Stuart, of Estevan, prizes an autographed copy of EOS "An Epic of the Dawn" written by Nicholas Flood Davis and presented to her father in recognition of their friendship.

The year 1904 brought a new station agent to Gainsborough his name was A. B. Stuart and in 1905 he married Irene Sadler.

The Stuarts were pioneer settlers of 1886. A. B. Stuart, who was the first sight of Winnipeg, arriving with his father, the late James L. Stuart, his mother and eight brothers and sisters. The little family found their way to the Colonist train which was to take them to Kifarnay, where his father had located land for homesteading.

The years 1915, 1916 and 1917, A. B. Stuart spent as Secretary-Treasurer of the R.M. of Coalfields No. 4, with offices at Melfort. In 1918 he took the position of town clerk and treasurer for the town of Estevan and held that post until his retirement in 1945. For more than 50 years A. B. Stuart has taken an active part in community affairs. The Stuarts continue to make their home in Estevan.

"Jake" C. Burke, another pioneer settler who came to the same town as the Carnduffs, the Middletons and the Prestons, settled on a quarter section in the Elmore district, south of Gainsborough. Florence Burke was the first baby born in that district.

THE LAND BARONS OF THE 1880's

The contrast between the average pioneer settler's experiences in the 1880's breaking the sod with his wading plow and the historical records left of Major W. C. Beale's colossal organization at Indian Head totalling 60,000 acres and Lord Brassey's farming venture which were given so much attention by the Press that Indian Head became the Mecca for travellers from near and far. These combined with the equally fabulous descriptions of "Dodsburg" the stone mansion built by the Beckton Brothers at Cannington Manor wove a pattern of opulence that is almost unbelievable, but they flourished as the leaves on the green bay tree for several

years, before the capricious moods of the weather broke them financially and dampened their ardour for the prairies.

There were many other colourful colonization schemes which eventually came to naught. The French Counts of St. Hubert took the front page on their arrival in the middle eighties, they settled with the idea of living their life on the prairies in the aristocratic manner. The last of the French Counts departed just before the First World War.

The first organized settlement in Esterhazy was known as "Kapsövar" and was established by Count Paul Esterhazy of Hungary, after whom the village was named in 1905. He brought the first settlers with him.

Lady Gordon Cathcart colonized the tract eight miles south of Wapella Saskatchewan, sending out Donald Mc Dermid to look over the land in the Pipestone Valley. The work of locating these Scottish crofters was handled by S. F. Bedford, Inspector for The Northwest Land Company. A quarter section was allotted to each family. These new colonists were Islanders from the Hebrides off the coast of Scotland, arriving in 1882-1884 from the Isle of Skye and the Isle of Benbecula.

S. F. Bedford also located land south of Mooseomin for the 18 families sent out by Baroness Burdett Coutts. These colonists were mostly mechanics and their families from the east end of London.

The Hirsch settlement at east of Melfort is the name from Baron Hirsch who found his Jewish colony. They arrived shortly after the railway was completed and had houses and stables and were supplied with a yoke of oxen, a plough, a set of harness and a wagon to start farming. This colonization scheme was not too successful as many of them moved out, but there are still some of the old families left in the district.

M. le Comte de Nesselrode who settled in Weyburn in the early 1900's is still remembered by many of the old time residents. The beautiful home he built still stands, one of the few places left to remind us of the short sojourn of our tried settlers of an earlier day.

Years before even a train whistle was heard or the rails laid in the south country, Sir John Lister Kaye and associates became headlines in the news with their 7,000-acre farm investment at Balgownie, which brought that little town into a boom period. That same year, 1885, Sir John Lister Kaye formed the Canadian Colonization Company securing 100,000 acres of land from the government and the C.P.R., as far west as Swift Current and Maple Creek.

CANNINGTON MANOR

Dear to the hearts of Saskatchewan people, both old and young, are the twice told tales of Cannington Manor. Their gracious manner of living and the gaiety of their days surrounds them with an aura of high adventure, oddly at variance with the times in which they

live. This is the story of some 100 families, gentlemen's sons from England who ventured forth with their families to cultivate the soil on the western prairies of the Northwest Territories in the year 1882.

This colonisation scheme was promoted by Captain Edward Mitchell Pierce, who arrived in Canada from England in the early 1880's. His son, Duncan, travelling farther west on a tour of inspection, enthusiastically wrote his father glowing accounts of the country, persuading him to join him and see for himself the perfect spot he had located in the district of Assiniboia. His father duly arrived and agreed with his son's choice, which was 40 miles southwest of the present town of Moose Mountain. Pierce's efforts in England soon paved the way for the arrival of some 100 families, carefully chosen from the better class families of England, many with considerable wealth who had decided it could do their sons no harm to learn farming and become gentlemen tillers of the soil.

Lavish expenditures were made in their endeavour to recreate on the western prairies the cultural environment of their homeland.

The Beckton Brothers bought 1,200 acres of land which they decided to convert into a pedigreed stock ranch. They purchased a large number of the best of the thoroughbred horses, which they entered in the racing meets held periodically at "Didsbury". For their home the Beckton brothers created a replica of the old English manor house, built of field stone. This architectural masterpiece was ready for occupancy by 1889, complete with stables and fireman's quarters. Imported from England was the best of furniture, costly rugs and draperies added graciousness and charm to the lofty rooms with their carved woodwork. The Cannington Manor Turf Club was formed that same year. Two jockeys were brought over from England and the famous stallion, Jess Phillip, was brought in from Kentucky. Didsbury had kennels for fox hounds, and visitors were regally entertained.

M. le Comte de Rodgnaux, M. le Comte de Jouchibac and M. le Comte de Sorens and their families from St. Hubert attended the race meets at Cannington Manor, arriving in coach and four, with a coachman and footman in livery.

Captain Pierce named the settlement Cannington Manor, while few of the homes were built in the pretentious style of "Didsbury", nevertheless the same scale of gracious living was portrayed throughout the settlement.

With other members of the colony Captain Pierce formed the Moose Mountain Trading Company, but the flour mill, the general store, post office and the Mitre Arms Hotel. The school has long since vanished but the church still remains as a reminder of the past. Interest in the colony lagged when the railroad passed them by. Some of the families returned to England and others left for the Coast.

Captain Edward Mitchell Pierce died a June of 1888. The Becktons left some years later.

Dim and shadowy memories are all that remain of Didsbury, Cannington Manor, and the gentle people who dwelt there, but they will always remain a treasured legend in the hearts of the Saskatchewan people, portraying a dramatic and romantic era that has long since passed away.

PIONEER DAYS IN SOUTHEASTERN SASKATCHEWAN

The first railroad south of the main line of the C.P.R. was not completed to Estevan until 1892. Consequently the new settlers found themselves isolated a hundred miles from a railroad. The mail was brought in by stage from Moose Mountain via Cannington Manor, Dalesboro and Alameda (once a week). Charles and Walter Walsh opened the first post office and general store in Alameda in 1883, naming it after Charles Walsh's former home in Alameda, California. The Walsh Brothers ran the stage coach, a two-seated democrat which also carried passengers, horses and a number of supplies for the intervening points. At times when the loads or the roads were heavy the stage was pulled. The roads were primitive trails leading off in every direction. The stage route, the one whose fame has rung down through the corridors of time, was the old Moose Mountain Trail, now a part of highway 47, the French Trail, named after Lieut. Colonel G. A. French, first commissioner of the North West Mounted Police, and the old Boundary Commission Trail which the N.W.M.P. followed in 1874 on their march from Dufferin, Manitoba, across what is now Saskatchewan and on into Alberta.

The first threshing machine was brought into the south country in 1883 and that fall the first load of wheat was hauled, by oxen, to Moose Mountain for shipment. Prices were so low that after expenses were paid and a few necessary

FULLY MODERN

ESTEVAN'S LEADING HOTEL



Empire Hotel

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Estevan, Sask.

supplies purchased, the farmer had little or nothing left from a load of wheat. As late as June, 1896, wheat sold for 28 cents a bushel.

The hospitality of the open road was a by-word in those days, with food and lodging freely given by the homesteaders to the people passing through.

The years 1885-1896 for the most part were years of famine. There were only two seasons during this time when the harvests were normal. 1891 was a banner year, although there was not much land under cultivation. Wheat yielded 45 bushels to the acre. This bumper crop brought in many new settlers. The years 1892-93-94 were very dry. Blizzards raged during the winters and the snow piled up in huge drifts. Many of the new settlers became discouraged, sold what they could at whatever price they could get, abandoned their homesteads and moved out of the country.

The year 1896 the crops again yielded 45 bushels to the acre, optimism soared, railroads were being built and this brought in an influx of new arrivals.

Pioneers recall the winters of 1897 and 1898 as the worst they ever experienced. Blizzards raged over the prairie, drifts of snow, higher than the stables, had to

be shovelled out before they could feed the livestock. Roads were impassable and had to be tunneled through in spots in order to bring in supplies. The summers brought mosquitoes, grasshoppers, dry hot winds, little rain and no crops.

Completion of the railroad as far as Oxbow brought on a flurry of activity in this community, a flour mill and elevators were soon built and the farmers were saved many miles by bringing their grain to this point for shipment. The following year the Souris branch of the railroad was extended to Estevan, its present terminus, and the year 1898 saw the Soo Line completed.

In 1906 the province of Saskatchewan was formed and the following 10 years brought in thousands of new settlers and prosperity to the districts.

Inventions and discoveries were being made at this time which were to completely change the prairie farmers mode of life. Henry Ford introduced his Model "T" Ford in 1909, electricity took the place of the coal oil lamps, and telephones were installed.

The old style Sulky Plow was superseded by John Deere's No. 1 Gang Plow which was introduced in 1907. This was considered a great improvement over the

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MARION ELECTRIC SHOVEL, "OLD MAC" MINE

The famous "Soo Line" and its People

THE SOURIS VALLEY COALFIELDS

Lignite deposits in the Souris Valley are the second largest coal deposits in the Dominion of Canada.

Coal from the valley is reported to have been used by the blacksmiths in their portable forges during the march of the North West Mounted Police in 1874, as they followed the old Boundary Commission Trail and camped at Roche Perce for several days.

The Pocock Brothers, for many years residents of Emerson, Manitoba, discovered out-croppings of coal in the Souris Valley in 1880. Returning to Winnipeg with samples they aroused considerable interest in their exhibits, which resulted in an expedition to Roche Perce, organized by the late Hugh Sutherland of Winnipeg. This expedition mined the first load of coal and placed it on barges, with the intention of floating the coal down the Souris River into the Assiniboine and on to Winnipeg. This plan proved to be unfeasible and costly as the barges became stranded on the shoals. Consequently this method of transportation was abandoned.

The foundation of the present coal industry was due primarily to the efforts of one of the early homesteaders by the name of Hassard. His land was in S. 4, Twp. 2, R. 6, W. 2nd. He discovered a

large seam of coal in a ravine near his house, which he proceeded to develop. The Hassard mine was undoubtedly the first to be known as such. By 1891 this mine had been developed considerably. The coal seams were approximately eight feet thick. The removal of the coal left a corridor about the size of an ordinary room. The floor was fairly level, the tunnel having been driven straight into the bank which eliminated lifting the coal to the surface as was the usual procedure from the pit mines. With the expanding of the drift the roof was kept from falling in by wooden rafters placed to support the structure.

Settlers came to the Hassard mine from all over the south country to obtain their winter's supply of coal. They were allowed to fill their wagons for one dollar. Old time residents of the valley say they have counted as high as 62 ox teams in one caravan on the old Moose Mountain Trail, all headed for the coal fields. One hundred and thirty-five wagons have been counted at the mines in one day. With the nearest railway 100 miles distant it was hopeless to even try to interest outside capital in the project. The settlers who arrived in the early 1880's expected the railway south of the main line within a year, but it was not until 1892 that the steel was finally completed.

The first shipment was from Blenfaist. A.J. winter the coal had been hauled in from the Hassard mine and shovelled into coal cars on the siding. With the completion of the Soo Line, the coal was hauled to Roche Perceé.

In 1895 the first coal company was formed and the name was changed from the Hassard Mine to the Souris Coal Mining Company. Shortly after, the original owner of the Hassard mine sold his interest in the venture and moved to the southern States.

Gow and Russell had developed other mines in the district. The old Gow mine was taken over by a new company and named the Roche Perceé Collieries and a branch spur was laid from the spur of the Souris mine into their mines. Other mines were developed and the coal business became an industrial asset to the valley. Closing down the old Taylor mine south of Taylor, the same old started with the Souris Mining Company, several of the other mining companies were bought out and their plants closed. With these increased operations they found it necessary to move their plant up on the prairie. A spur track was laid into the new plant from Blenfaist, a distance of five miles. A stone store and warehouse were shortly erected and homes for the miners built. The post office, known as Coalfields, was changed to Taylorton. With the development of the coalfields, strip mining was introduced and modern equipment took the place of the old pick and shovel. Today more than 8,000 tons of lignite coal are shipped out daily from The Western Dominion Coal Mines Limited, of Taylorton, Saskatchewan, who have been a contributing factor in the development of southeastern Saskatchewan.

Several other large mines were developed in the district. The Manitoba and Saskatchewan (N & S), the Blenfaist Mine, the Hawkinson Mine and the Crescent Collieries.

Today only a few of the smaller mines still sell coal to the farmers. But in pioneer days, bunk houses were built, where the miners could sleep at night. Boarding houses supplied meals to the miners and farmers, although many of the farmers packed their grub in with them, while grain and feed was available for their teams.

When the local homesteader needed coal he simply took a wheelbarrow, wheel and with a pick and shovel and the sweat of his brow, provided him with all the coal he could use for the digging. Many of the homesteaders found coal on their own land and coal has been mined during all over the landscape. As the mining field developed hundreds of mines were necessary to carry on the work. In 1908 miners were

paid by the hour. They supplied their own picks and shovels, also the carbide lamps and carbide for the cap lamps. The coal miner averaged \$1.50 a day. Board came to \$4.00 a week, but was supplied in the bunk houses, but the miners brought their own bedding. Coal sold for \$2.00 a ton delivered. Local deliveries have now been discontinued but at one time coal was delivered 20 miles in the country for \$1.20 a ton. Many European emigrants worked in the mines, saving every cent to send back to the old country. That their wives and families might be able to make the long journey. They were paid much higher wages than the men on the section who averaged 35 cents a day.

The first strip mine began operations in 1928 on the hill above the brickyard, a mile east of the town limits of Estevan. Connected with this mine were David Barnatyn, Sr., Dr. James Creighton, William N. Olett and John Galloway as mine manager. This mine was operated for a period of two years. In 1930 the Truxar Truxar people brought a 600-ton "Hucyrus Erie" electric shovel. This marked the beginning of the end of the mining strip mining. The shovel is now in use with the excavation of the tunnel mine south of Estevan.

The coal industry developed in the lignite coal fields of southeastern Saskatchewan has obtained considerable recognition in mining circles, but has a restricted market as it comes into competition with the higher grade house and furnace coal of Alberta. Mining operations today are carried on in the modern manner under the direction of experienced mine managers and a selected staff of qualified mining engineers and field workers who are experts in their line of work.

THE "OLD MAC COAL" MINE ROCHE PERCEÉ, SASK.

The coalfields at night time present an unforgettable picture. Travelling down the paved highway into the Roche Perceé Valley, one becomes enchanted with the magical effect of hundreds of twinkling lights which outline the high stripping machines.

The motorist sits spellbound as he watches the gigantic Marion electric shovel in action at the Old Mac Mine. The coal monster has a 18-cubic yard capacity. A Page dragline is used for opening up the new pits.

The Old Mac Mine is the present producer of the original Roche Perceé lignite coal, shipping out approximately 450,000 tons of coal annually.

In 1946 The Western Dominion Coal Mines Ltd. purchased the famous "Old

Mac" Mine, at that time previous owners had operated the mine for a period of 21 years.

This brief picture of the early mining industry and its early stages of advancement during 60 years of progress will give the reader some small idea of the coalfields of southeastern Saskatchewan.

The companies operating in the coal fields today are

The Manitoba and Saskatchewan Coal Company Limited (M & S) located at Bismarck

The Western Dominion Coal Mines Limited, Taylorton

Dominion Briquettes Limited, Bismarck
North West Coal Co Ltd., Bismarck

The Bridges Mine and a few smaller mines still carry on with the old methods of shaft mining, selling mostly to local farmers.

MANITOBA & SASKATCHEWAN COAL COMPANY LTD., BIENFAIT, SASK.

The Manitoba and Saskatchewan Coal Co. Ltd. (M & S) started operations at Bismarck, Saskatchewan, in 1907, shipping coal to Regina, Sask. Office 403 Avenue Building, Winnipeg, Man. President, Sir James Watson (Senator), Winnipeg, Man.; General Manager, Sir Daniel McMillan of Winnipeg, at one time Lieutenant Governor of Manitoba.

1956 President, William Whyte, Vice-President, Wm. H. Barker, General Manager, C. M. Thomson, Head office, 403 Avenue Building, Winnipeg, Man.

The years of 1907, 1908 and 1909 witnessed the rapid development of deep seam mining into a major industry throughout the entire area covering the coalfields of southeastern Saskatchewan. The M & S Mines were well equipped to handle the increasing demands for lignite coal mined in this region.

At that time shafts were sunk to a depth of 90 feet and timbered. Underground rooms branched off the entry ways, allowing the miners plenty of space for their work. Underground tracks were laid along the entry ways and the mine cars which were conveyed to their destination by pit horses. The cars were run off the rails, the cars extending approximately a mile on a rail extending constantly from the shaft. The average shipment in those days was around three boxcars a day. Oil cap lamps were used by the early miners until the carbide lamp was introduced. These lamps with picks and shovels were necessary equipment. With the installation of undercutting and shearing machines, the work advanced

rapidly. Electric haulage motors were brought in around 1925.

In 1928 T. W. Phillips was appointed mine manager for the M & S prior to that time he had been affiliated with the Peabody Coal Company of Springfield, Illinois. The first four years he made his home in the mine manager's residence at the mines. The new (black top) high ways have made it possible to make the trip to Estevan in less than an hour, under the circumstances, the Phillips had to be present to make the home in Estevan. The daily output of coal in 1926 was around 1,500 tons a day, 45 cars comprising a daily shipment. The yearly average was 300,000 tons.

The year 1956 shows a complete change in the mining picture. Under ground mining has been abandoned in favour of surface or strip mining. Coal is now uncovered by dragline and loaded into 18-ton trucks by power shovels, which convey the coal to the tipper or preparation plant, where it is screened and sized to suit the trade. As the work proceeds the pits are filled in. An average of 3,000 tons is shipped out daily or 600,000 tons a year. Today electricity turns the wheels and lights the homes of the miners. Only a few old timers still recall the days of the carbide lamps, the pick and shovels, and the hardships of power mining days.

Central heating has been installed in the mine offices, manager's home and store. Nostalgic memories of the good old days are aired now and again with tales of tunnelling through drifts of snow in order to get to work with frozen hands and feet. The younger generation listens with amusement to these tales of a by-gone day, content to relinquish the sweat and toil to the pioneers in favour of their modern age.

The M & S Mines list 115 employees on their payroll, which includes the office staff and labouring personnel of the camp. Ninety-five per cent. of the mine labourers live at the camp. Next, well built houses are available at \$2.00 a month per room. Some live in single units, others have two or three rooms, depending on the size of the family. Fuel is supplied by the company at considerable less than retail. Reasonable prices at the nearby boarding house attracts many of the miners who are not inclined to be domestic. The mine store is well stocked with miner's supplies at reasonable prices. Mail is received at Bismarck which is nearby. Recreational facilities are well looked after with a good sized curling rink and an open air skating rink. The children attend the public school at Bismarck. There are 70 houses provided for the miners at the camp.



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MINE EQUIPPED WITH MODERN SHAKER SCREENS

"PLUS VALUE OR SASKO COAL"

BIENFAIT, SASKATCHEWAN

THE NORTH WEST COAL CO. LTD.

BIENFAIT, SASKATCHEWAN

In 1932 the Konopaki Brothers of Bienfait, a partnership with Dan Borak, Alex's brother-in-law, opened up their present mine and registered it under the name of the North West Coal Ltd., with Alex Konopaki as mine manager.

Deep seam mining at that time had become the major industry in the coal-fields of southeastern Saskatchewan.

They proceeded along the regular lines of deep seam mining, sinking a shaft 62 feet on a gradual slope, then timbered, as the work progressed, to keep the roof from falling in. Underground rooms branched off the main entry way, which was one-half mile long. Twenty pound steel was used for the tracks laid in the main entries and 16-pound steel for the tracks laid into the rooms where the miners dug the coal. Mine cars were loaded and conveyed to the bottom of the slope with pit horses.

Pit horses seldom left their underground stables, which were cleaned immaculately every day, feed loaded in mine cars was hauled to the underground stables. Plenty of water was available from the underground seepage off the coal. Pressure pumps were used to pump the water into barrels. Pit horses became

accustomed to their underground quarters and unless it was necessary to take them out to be shod, they often times were kept underground until they were retired to pasture. Even then they occasionally wandered back to their old home to escape the cold. When the work slackened off in the spring they were allowed the run of the pastures. They were well trained and soon learned to handle the cars without lines. Many were even trained to open the doors, which were used to give ventilation to the miners.

This method of mining produced around 8,750 tons of coal a month and necessitated employing 15 miners to do the work. 1937, 1938 and 1939 the work had progressed considerably and the pay-rolls recorded 50 men employed at the North West Mines. Production figures rose to 350 tons a day, which when loaded filled eight boxcars. The mined coal was loaded on trucks and transferred to the tipple or preparation plant where it was screened and sized, suitable for trade needs. Then loaded into boxcars ready for shipment to various points in Ontario, Manitoba and Saskatchewan.

Due to the high cost of production, deep seam mining was discontinued in 1947, in favour of striping or surface mining. This necessitated the installation of modern mining equipment. Draglines and Caterpillar tractors are now used for

stripping. Diesel lead shovels transfer the coal from the pits to the trucks, which in turn convey it to the tipples for grading and sining.

In the early 1930's electric cutting machines and pumps were labour-saving devices put to good use. The main entry ways were electric lighted but the miners still used the carbide lamps. Previous to 1915 oil lamps with wicks were used, but with the introduction of carbide lamps, which were safer and easier to handle the oil lamps were abandoned.

Six grades of coal are shipped out from the North West. The first is high grade or slack used in power plants and industrial plants, domestic and industrial peacock, stoker coal, boiler or nut coal, egg coal and domestic cobbles and lump coal, also 2 to 3 inch lumps used for paper mills and other industries.

Production figures are considerably higher, one day's output often exceeding 200,000 tons. It takes a year to pay for the 16 employees, which includes office staff, men, strikers and truckers who deliver the coal from the pit to the mine tipples. Modern equipment saves time and cuts down on the number of men necessary to handle the work.

Alex's father, the late John Konepuk, made the trip from the old country to Canada in 1899, working in the Nova Scotia mines before he moved west to work in the Bismarck mines. By saving every cent he made he was able to bring the rest of the family over in 1913. Their first farming venture was at Frobiisher in 1917. At their father's death in 1923, Alex and Louis took over the farm. In 1929 continuous drought and dust storms brought farming operations to a standstill. At that time Alex decided to make a tour of Canada, thinking he might find prosperity lurking in some unknown corner. Failing in his quest for the land of milk and honey he returned to Bismarck in 1932 to find practically in his own backyard the place he was looking for. That same year the brothers opened their present mine and have prospered with the passing years.

The Alex Konepuk mine make their home at the mine, which is approximately six miles east of Esteron and 1 1/2 miles west of Bismarck. They were married in 1926.

ROCK FORMATIONS AT ROCHE PERCEE

The Village of Roche Percee derives its name from the strange geological formations of large sand stone rocks resembling everything from castles to

animals and fish. One exceptionally large rock had a pierced hole in the center. The name Roche Percee meaning "pierced rock" was derived from this hole being the name of one of Roche Percee. There are many of these rock formations. Geological surveys have uncovered and identified fossils of trilobites at Roche Percee. These were hard like animals of immense size which roamed these areas millions of years ago.

Roche Percee is the name of the caves, according to Indian Legends depict the life story of a people who dwelt here in ancient times, whose origin and very existence has been lost in antiquity. Among the strange petroglyphs on the sand stone rocks. The Roche Percee country has been the ancient hunting grounds of the Assiniboines in centuries past and the site of their famous Sun Dance Lodge.

Whether these rock formations are the petroglyphs or the sandstone or simply the different shapes the sandstone takes as a result of the action of the wind and the weather wearing them down, one finds them a fascinating study and it is to be regretted that so many of them have crumbled away or have been dynamited for the sake of safety.

Doubtless some staidistic urge in the heart of man creates a desire to perpetuate for posterity the date of his existence, his initials and any other data which differentiates him from his fellow men. The initial carver is not discriminating in his choice of objects, nor particular as to the locale. He will enthusiastically attack any surface which will bear his mark, chiselling his way through the bark of trees, on sandstone rocks, on the broad side of any old landmark. Thus many fine specimens of this ancient art have been preserved for future generations to figure out.

The sandstone rocks at Roche Percee are no exception to the rule. The N.W.M.P. in 1874 found the cautious burglarious a number of great landmarks and they in turn left their initials carved on the rocks, still discernible today. Vigilantes from Montana have been credited with carving their initials and names on the rocks, along with these illustrious carvings are the initials of renegade whites, cattle rustlers and horse thieves from the Montana Territory across the border.

The Assiniboine Indians from the Assiniboine reserve near Montmartre are reported to have staged their last Sun Dance at Roche Percee.

WOODEND

Another historical site of southeastern Saskatchewan is Woodend, approximately seven miles south of Estevan, not far from the United States boundary. The first North West Mounted Police border patrol followed the old Commission Train from Dufferin through to Fort Macleod. Lieut. Colonel G. A. French, first commissioner of the North West Mounted Police, and his men, camped here in 1874. The establishment of this patrol assured the settlers of a modicum of security from the cattle rustlers and horse thieves from the Montana Bad-knits, who found it unwise to trifle with the N.W.M.P.

According to local information Woodend was formed as a remount post for the border patrol, refitting them for the next leg of their journey.

Freighters and travellers on their way south found Woodend a convenient spot to break their journey. Wheat in the early days was freighted in caravan trains south to the Great Northern Railway. Prices were good and many miles were saved. As high as 40 wagons have been counted winding their way southward to the border.

This route was abandoned when the Soo Line steel was completed in 1893.

During the rum running decade (1918-1928) Woodend revived and became a favorite rendezvous for the rum running pirates, as they sowed their seeds of corruption and destruction. Rival feuds were carried on between the rum runners and the hijackers. They settled their disputes with gun shot. With their utter disregard for law and order, the citizens of Estevan found them a bad lot to cope with. In order to discourage their activities, the town placed a stiff licence fee of \$600.00 on each of the three warehouses they had established in Estevan.

The premises were kept locked and the labels, bottles and other necessary supplies for their spurious liquor traffic were zealously guarded. Outside of their own coterie few outsiders were even allowed a glimpse of their manufacturing equipment. One local party advised me he was allowed inside the premises just once and enumerated the labels, supplies and paraphernalia they had on hand. Eventually they moved to Gainsborough where they were able to carry on their operations closer to the border.

The buildings at Woodend have long since been torn down, but many of the old timers still recall the place and the events which occurred here.

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PRAIRIE NURSERIES FLOAT

Estevan's
Annual
Exhibition



ESTEVAN AND DISTRICT AGRICULTURAL SOCIETY

The first country fairs were held at Alameda and Carnduff in the years before railroad construction extended south of the main line. Livestock, fruits, vegetables and grain were exhibited and prizes awarded. These fairs were attended by settlers from near and far, arriving in droves, on horseback and wagons, mostly drawn by oxen. The whole family turned out for the occasion, dressed in their Sunday best. The housewives vied with each other in choosing their most delectable foods for the picnic lunch. Another annual event which took place for many years was the Coalfields picnic. A dance held in the evening was attended by old and young. Friends from Ontario and Manitoba gathered together to recall old times or relate their experiences in the west.

With the advent of the railway, Estevan took the lead and forged ahead to become the marketing centre for south-eastern Saskatchewan. With a modicum of prosperity assured him, the farmer began to take pride in his holdings. Pedigreed stock was brought into the country and show herds were built up.

In 1880 the first experimental farm was started at Indian Head, one of the five original experimental farms in Canada. Dr. Angus McKay was the first superintendent and was the first to introduce summer fallowing to the farmers of southern Saskatchewan. His excellent advice to those seeking agricultural knowledge aroused the farmers' interest and agricultural societies were formed in various districts.

The first agricultural society was formed in Estevan in 1906. Little was accomplished the following three years, but the seed had been sown. A week was set aside each year for the exhibiting of livestock, fruit, grains, vegetables, etc. In 1912 the first annual exhibition was held at Estevan. 1956 marks the 44th consecutive year this event has taken place.

At the end of the First World War, interest in this work was revived, many improvements were made in farm implements. John Deere brought out their first hay presses in 1918 and that same year the Waterloo Gasoline Traction Engine Co. was taken over by the John Deere people. The first tractor put out after that was "The Waterloo Boy", well remembered by the farmers who were exceptionally pleased with this new type.

The International Harvester Company pioneered the field with their "Farm All" type tractor in 1923. J. I. Case introduced their first combine in 1924. John Deere

brought in their No. 1 and 3 combines in 1928.

The stock market crash of 1929 had disastrous effects on the farm implement industry. While the farmers did some marginal buying, mostly in wheat, very few suffered any great loss. The depression years which followed caused a stagnation in every line of business, which showed no upward trend until the latter part of 1937. The year 1938 brought in a definite change for the better. Prosperity followed in the wake of this seemingly endless drought period. Once again the harvest record chalked up 50 bushels to the acre, prices soared, wages soared, rents soared, farm and town property, one could have named their own price for prior to 1938, sold at unbelievable figures. Elevators were crammed and hundreds of new granaries were built to hold the overflow. Rural electrification, new homes and modern electric appliances have changed the nature of farm life in southeastern Saskatchewan completely. Hard surfaced roads now span the province from border to border.

ESTEVAN AND DISTRICT AGRICULTURAL SOCIETY 1956

Patrons

Hon. J. G. Gardiner, E. G. McCullough,
M.P., Hon. I. C. Nollet.

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Secretary

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Ag-Rep:

Carmen Cooke.

Marching forward in step with the times, the Estevan and District Agricultural Society has streamlined the annual exhibition. It is now the show window for the farmers of the district.

Plans for a new auditorium, the Estevan Agricultural Society's exhibition grounds are being made, to cost in the neighbourhood of \$25,000.00. During the winter months it will be used as a skating and hockey rink.

Edward P. Rae, President of the Estevan and District Agricultural Society, took over the presidency in 1946 and has devoted the past 10 years to promoting its growth. He is also Vice-President of the western Canada Fairs

Association. With 1,891 members the Estevan Agricultural Society is listed as the largest in Canada. The work they have outlined covers 19 projects.

4-H club rally is attended by 400 juvenile enthusiasts in November.

Farm girls' and boys' camps total 174.

AGREP WORK

Carman Cooke, a graduate of the University of Saskatchewan, is the capable Agricultural Representative for this district. His work includes the supervision of 4-H work. His extensive knowledge of field and animal husbandry problems is at the disposal of the farmers in the district. As the problem doctor of this area he has a ready remedy for everything from outcrops to the extermination of noxious weeds.

Harvest time is not just a period of garnering in the golden grain. Cool, clear nights, with the Northern Lights flashing their brilliant colours across the sky, are often harbingers of an early frost, which can shatter their year's work overnight. Disease also plays an important part in the production of cereal crops. The crop of 1954 was disappointing, due to severe leaf and stem rust infestations. Plant breeders are constantly aware of the threat and the latest contribution as a preventative has been the introduction of Sakreb wheat. Husky barley and Rodney oats.

In 1948 southeastern Saskatchewan was divided into two districts, Weyburn and Estevan. Carman Cooke, as Agricultural Representative for the Estevan district, conveys information from the Extension Department of the University of Saskatchewan to the farmers of the district.

ESTEVAN'S EXHIBITIONS

(Summer Fair)

The Summer Fair is usually held in July of each year, three days being set aside for this purpose. The midway gets under way, carnival bands arrive from across the border and various parts of Saskatchewan. The hotels are booked to overflowing, residents of the town open their homes to accommodate the visitors, arriving by train, car or bus. The children await the day set aside for the big parade, which is sponsored by the Estevan Board of Trade. The parade features attractive floats and bands, while clowns perform their antics, bringing tears of laughter to the children's eyes. (These latter drawn from the ranks of local Commercial Travelers, firemen and the Canadian Legion, all vying to play Punchinello for a day.)

CHILDREN'S NURSERY

A children's nursery, unmatched in western Canada, was organized and is conducted by Mrs. F. D. Seaman and Mrs. P. C. Brown. Today this wonderful service has become an essential part of the Estevan summer fair, enabling hundreds of parents to enjoy the fair as well as keeping the children happy and contented. First aid and first-aid are provided, as well as play areas with interesting and instructive toys.

The number of exhibitors vary each year, but a good average is around 2,000. The price list for 1955 was \$6,581.48. The 1955 gate receipts for attendance totalled 17,540.

The cream of the crop in brome grass, crested wheat and alfalfa are exhibited with a magnificent showing of livestock. The ladies' department offers displays of culinary art, beautiful needle work and handcraft.

There are midway attractions and a grandstand performance of high rating. Estevan is recognized as having one of the finest Class B exhibitions in Saskatchewan.

ANNUAL COVER GIRL CONTEST

The Estevan's Agricultural Society's Cover Girl Contest has the distinction of being the first of its kind in western Canada. Organized in 1932, the co-operative manner in which the 4-H clubs in the Estevan fair region have responded is most gratifying. Each of nine 4-H clubs nominates a candidate for the Cover Girl Contest. Votes for the candidates are cast on the basis of membership tickets in the Agricultural Society. Every membership ticket entitles the purchaser to one vote for one candidate. The ballots are placed in ballot boxes prominently displayed outside the Industrial Building at the exhibition grounds. The winner is pictured on the front cover of the Estevan Agricultural Society's prize list. The other contestants receive suitable prizes, while the winner receives a watch or some similar gift.

FARM BOYS' CAMP

Teams of 10 or more take part in 20 years' representing a rural school, and district societies. Wheat Puck, etc., are invited as guests of the Estevan exhibition at the camp. The first 102 applicants are accepted. The boys are asked to judge classes of beef cattle and identify a number of growing weeds and machinery parts. The camp is under the direct charge and supervision of the Extension Department of the University of Saskatchewan. The camp is supported by grants from the Saskatchewan Department of Agriculture and the Domus-



Harvest Time In The Souris Valley

on Department of Agriculture, Ottawa. Camp headquarters are at Rotary Park, located in the beautiful Souris Valley. Transportation to a camp station is provided as well as meals and sleeping accommodations. The boys are the guests of the Estevan Agricultural Society during their visit.

FARM GIRLS' CAMP

Teams of two girls—town or country (Junior girls 11-14), Senior girls 15-18). The camp program consists of instructive lectures and competitions. The camp is under the direct charge and supervision of the Extension Department of the University of Saskatchewan.

4-H CLUB WORK

The Baby Beef Club competitions are sponsored by the Estevan Rotary Club and the Estevan Agricultural Society. Entries are divided into three breeds: Aberdeen-Angus, Herefords and Short horns. Size of calf determines breeding grade calves, at the discretion of the judges. Each breed is divided into two equal classes according to weight. Showmanship award—This handsome trophy is donated by the Bank of Montreal and is awarded annually to the boy or girl who wins the special showmanship competition in connection with the annual Baby Beef Show and Sale, Estevan Summer Fair. Best heifer class trophy

donated by The Canadian Bank of Commerce 4H Club Council for the Agricultural Representatives Districts President, Douglas Bryson Secretary, C. C. Cooke

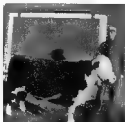
GALADALE HEREFORD FARM

Located four miles northwest of Estevan on Highway No. 39, Galadale Hereford Farm is owned and operated by Gordon Galloway and his son, Ronald.

The Galloways trace their ancestry back to Gray Galloway, a native son of the Emerald Isles, who emigrated to Canada when Toronto was known as "Muddy York". The Galloways established themselves as agriculturists, each succeeding generation following in the footsteps of their fathers. In 1881 John T. Galloway broke the chain and decided to cast his lot on the western prairies. At that time many people in the east considered this a foolhardy undertaking as everyone knew that just a few years previous to this time great herds of buffalo roamed the plains and the country was over-run with tribes of savage Indians who spent their time hunting the buffalo and trading the hides to a few fur traders for guns and gunpowder, which they used to kill off any settlers who dared to enter their territory. But nothing daunted, John Galloway made his first trip west to find that the buffalo had disappeared from the plains in 1882 and the Indians were living their lives on reservations allotted to them by the government.

GALADALE HEREFORD FARM

(Four Miles Northwest of Estevan, Saskatchewan)



•
REGISTERED HEREFORDS

•
PHONE 012111

• **YOUNG STOCK FOR SALE** •

VISITORS ALWAYS WELCOME

ESTEVAN, SASKATCHEWAN

ESTEVAN

SASKATCHEWAN

There were no railroads in the south country at that time but plans were being made to extend the line to Oxbow the following summer. Returning to Ontario he went on his affairs, shipped his household goods to Winnipeg and then sent his family to the prairie. Gordon Galloway, at that time a lad of seven years, recalls the trip and the thrill of crossing the river at Oxbow. By the time they arrived the railroad had been completed to Oxbow. Their first homestead was five miles north of Alameda, their first home a sod house with dirt floors. Gordon Galloway remembers a cook stove and the few simple pieces of furniture with which the house was furnished. The years of 1893 and 1894 were years of discouragement to the new settlers, drought, wind storms, and a hard winter. He decided to abandon the first homestead, leaving only the ones with enough grit and determination to stick it out. John Galloway moved to the edge of the cattle community, now known as Esteron. This new location was just west of the present legislature. Purchasing a dairy cow, the Galloways sold the cream to Morse Jaw. 1895 was a hard year and hopes revived. The Galloways were the proud possessors of the first cream separator brought to the district, an English table model made by J. H. Price, \$35.00. John Galloway sold on a second homestead in 1910, which is now a part of Caladale Herdford Farm. He died 17 years later in 1927.

Gordon Galloway married Fannie L. Clendenen of Arcola, her parents were well-known farmers living 19 miles south of town. A new house was built and considerable acreage added to the farm. The Galloways had three children, Ronald and Maybelle, the latter is now Mrs. C. B. Christie of Maroon. Ronald is married and has recently built a bungalow type, modern home. The new home has pressure water systems have been installed in both houses and electricity has taken the place of the coal oil lamps.

A good grade Shorthorn herd had always been maintained at the Galloway Farm. In 1948 they became interested in pure bred stock, making their first purchase from Alex M. of the Battle River Ranch, Lloydminster, Saskatchewan. The following two years Ronald spent as a student at the School of Agriculture (diploma course), University of Saskatchewan.

The Galloway Registered Herefords now numbers around 25 head. Particular attention is being given to quality breeding and building up the herd. Three

well-known herd men they have recently purchased we list herewith:

Herd Men

WYOMING DOMINO 36th 204025—bred by Alex Mitchell, Battle River Ranch, Lloydminster, Saskatchewan.

SILVER STANDARD 1A -179120—bred by A. & J. Rankin, Killarney, Manitoba.

BLAIR ATHOL DANDY 6H-492874—bred by Lees Brothers of Blair Athol Farm, Arcola, Saskatchewan.

The Galloway herd has not been shown as yet, on either the A or B circuits, but visitors are always cordially welcomed to inspect the herd.

Gordon Galloway has served his town and district in many ways, as Reeve of the R.M. of Esteron No. 5 for 13 years (1927-1940). He is Past Director of the Esteron Co-operative Association and the Wheat Pool Committee, Past Chairman of the United Grain Growers and has held many other positions during his 64 years as a resident of the Esteron district. Now at the age of 72 he is quite willing to relinquish his role to the younger generation.

The travelling and dedication of a large stained glass window in honour of the pioneers who established the Trinity Methodist and Westminster Presbyterian congregations which later united to form the present St. Paul's United Church, was a memorable occasion marking the Golden Jubilee Year of Saskatchewan, 1944. The window was unveiled by Gordon Galloway whose family was closely associated with the founding of the First Methodist Church in Esteron. The window is dedicated "To the Glory of God and in Honour of the Pioneers who banded better than they knew, 1892".

Ronald Galloway a Vice President of the Esteron Agricultural Society (Agricultural Committee), Chairman of the Wheat Pool Committee and Junior Director of the Esteron Co-operative Society, and an executive of the International Livestock Rally Committee, which is held annually, one year at Wilketon, North Dakota and the following year at Esteron, Saskatchewan. These International Livestock Meetings are proving to be a successful way of "joining hands across the border". Ronald is also a member of the Hereford Breeders' Association and an Elder of the United Church, Esteron.

"CIRCLE T" HEREFORD FARM

(S. 31, Twp. 2, R. 10, W. 2nd)

Two Miles North of Outram, Saskatchewan



REGISTERED AND COMMERCIAL HEREFORDS



**SHETLAND PONIES AND SHETLAND COLTS
FOR SALE**

PHONE OUTRAM



VISITORS ALWAYS WELCOME

OUTRAM, SASKATCHEWAN

OUTRAM

SASKATCHEWAN

CARLETON STANDARD BTH—
19221 Bred by Crawford Frost of
Nanton, Alta.

ZATO TONE HEIR 2 E—302466.
Purchased from the Smith Hereford
Farm, Cambridge, Sask. The last
two sires were purchased in partnership
with J. P. Wellock of Estevan.

Showings of the Circle T Farm Here-
fords have been confined to the Estevan
summer fair and since 1918 a continuous
showing at the southeastern Saskatchewan
Hereford Breeders' Association, Car-
leton Place, Nanton.

The Tedford herd numbers 180 head—
40 registered and 60 commercial.

The Tedfords have two small
sons Lyall and Harvey. They are the
proud possessors of seven Shetland
ponies of both sexes and colors.
They eagerly await the day when they
will have small Shetland ponies for
sale.

Fred M. Tedford is a member of the
Hereford Breeders' Association, a mem-
ber of the Cattle Committee for the Est-
evan Agricultural Society. He is president
of the Estevan Co-operative Association,
president of the Outram Rural Telephone
System, president of the Outram Lodge
Saskatchewan Farmers' Union, and chair-
man of the Agricultural Committee.
R.M. of Canada No. 6. Taking an active
part in all work connected with better
farming.

WELLOCK'S HEREFORD RANCH

Is owned and operated by John P.
Wellock, a son of the late Major P.
Wellock, pioneer settler of 1907 who
died in 1952 at the age of 71.

John McLeod's Dairy Farm, two miles
north of Estevan, needed a man and the
young Yorkshire man needed work. In
this manner Major Wellock became a
pioneer settler of Estevan, 1907, and in
the coming years was to play an impor-
tant role in the growth and development
of the town.

John McLeod opened the first butcher
shop in Estevan and Major Wellock
entered into partnership with him in
1915. Wellock's new market was
built in 1925 across the street from
the old market at 1238-4th St. Major
Wellock retired in 1946 leaving the
management of the shop to his son,
John. The shop was sold to the present
owners in 1953. Knight and Newton son-
Laurie to do business under the old name
of Wellock's Meat Market.

John purchased his ranch of 1,200
acres or three sections in 1947 stocking
it with a fine commercial herd of Here-

fords, numbering around 150 head.
Today with 38 registered females, he
is building up the herd, concentrating
on quality breeding. The registered foun-
dation stock has been purchased from
well known breeders, Alex Mitchell of
the Battle River Ranch, Lloydminster,
Sask. 2 sons, Bros. of Manor, A. J.
and H. H. and 12 registered females
Saskatchewan.

His last two head sires have been pur-
chased in partnership with Ernest M.
Tedford of Nanton, Alta. ZATO TONE
HEIR 2 E 302466 purchased from
Smith's Registered Hereford Farm at
Cambridge, Sask.

John P. Wellock is well known in the
Estevan district as an auctioneer of farm
sales. His wife is the former Marion
Rae of Benson, Sask. Her father, Sidney
B. Rae, was a pioneer settler of that
district in 1912. The Wellocks make their
home in Estevan. John P. Wellock is a
member of the Estevan and District
Agricultural Society.

PIONEER MERCHANTS OF ESTEVAN

In 1892 and 1893 the railway construc-
tion crews had completed their work
and made after endless miles of shoring
steel stretched from the United States
Boundary to the Main Line of the
C.P.R. The people of Estevan established in
1892, the first store was to record no
other settlement along this 148-mile run
northward to Moose Jaw and 1895 when
Wayburn was founded and the first Est-
evan store opened in the district, prior
to the time of the first store was
an occasional section house and a few
smacks from a railway camp and the
bank of the Regina River. By 1902 hand
carts and carloads of business customers
were brought into the Estevan business
which flourished along the lines of
steel. So rapid was the growth that
every ten miles a store was opened
and the district where a store was
not far from the first store was
which was the first store was
the first general store in the district.

George Murray of Wayburn, now
nearing his sixtieth birthday
worked with the surveyors crew on the
Soo Line in 1892. He recalls the one
long and shack which belonged to Arthur
Kelly and was the only sign of habita-
tion as they surveyed the line through
what is today Estevan.

Shortly after the townsite was sur-
veyed by first founders of the town
arrived, setting up tents, pending the
arrival of household effects and build-

children and the great-grandchildren of the pioneer settlers still attend the same stone school.

Another fine contractor who contributed much to the building trade is John Phillips, now retired, who did more than his share in former years to build and promote the growth of Estevan.

The first issue of The Mercury Estevan, District of Assiniboua, N.W.T., was mailed out to every one in the district on June 26th, 1903. Bailey & Bone, editors and publishers. "Olek" Bailey soon became one of Estevan's popular leaders.

Donald C. Dunbar, Sr., took over the Estevan Mercury in 1904 and for the following 25 years compiled and edited the paper.

Donald M. Dunbar, Jr., became publisher and editor. Andrew King purchased the paper in 1944, he was well-known as the publisher and editor of the Regina Enterprise. His two sons, A. and B. King, manager of King's Show Print,

parents to winter in the southern States. The Kings, Sr., leave Estevan when the cry of the Canada Goose is heard, winging its way southward and they do not return until these mighty birds start on their northern journey in search of summer feeding grounds, presaging the approach of the summer season, with its attendant summer fairs, carnivals and circus tents. A busy time for the Kings, who are recognized from coast to coast as Canada's Poster Printers.

The Eureka Coal and Brick Company Limited was established in 1904, within a mile of Estevan, mining coal on their own property. The owners were from Wilmar, Minnesota, and their brick plants supplied the Winnipeg markets.

The Bank of British North America was one of the first to establish a branch at Estevan. In 1906, N. J. Lockhart opened a law office, the Estevan Lumber Company started a private bank and John Olson became established in flour, feed and furniture. D. L. Irvine, now retired, took over the drug store from Dr. D. R. Davies in 1947. They became a Rexall store and were presented with a certificate from the Rexall people. For the past forty-nine years they have maintained a store with the original certificate of 1908 still hanging on the wall. Keith Irvine took over management of the store at his father's retirement. The Eureka Mining Company began operating in 1906 and Nelson Ford opened a hardware store in 1907. J. A. Smith was the wholesale liquor dealer, and John Holmgren opened his new hardware store.

By 1908 Estevan had a population of approximately 1,000 souls, wooden sidewalks,

walks, and not a tree to bless the place. Today the tree lined streets and avenues have completely changed the picture presented 60 years ago. It was to be expected that the people of Estevan

of their little prairie centre. Their families joined together in a freemasonry of understanding and memory of hardships shared. They began to build themselves fine homes of brick and frame and stone. The children of the pioneer-merchants attended the stone Central School. They married and in turn the younger generation added their share to the traditions of the school. Thus they continued through the years. After completing the Estevan Central School many left for Colleges to further advance their knowledge in the fields they had chosen, obtaining degrees which fitted them for work in the various fields of business, engineering, medicine, law, and agriculture. Among the pupils who started their ABC's in the old stone Central School.

The year 1909 entered in an era of prosperity which was not broken by the outbreak of war in 1914. A new town hall was built in 1909. For 47 years the Mayor's office, Town Clerk's office and the town police headquarters have been quartered in this building. Water and sewer installations were made in 1909 as well as adequate fire protection, these improvements amounted to \$50,000.00. The Dominion Government built a new post office building and Dominion land office. The Bank of Hamilton opened a branch in Estevan that year and new branch lines were being surveyed by the C.P.R.

By 1911 a steady increase in population had brought the census figures up to nearly 2,000. The Estevan Collegiate was built in 1912. June 6th, 1913 a cyclone struck the town, it lasted but a few minutes but destroyed the steel skating rink and the Collegiate. In the fall of 1913 ornamental street lighting was introduced. The town had its own power plant which was not taken over by the Dominion Electric until 1927. Ed. Kennedy who pioneered Kennedy's Lumber Yard and Saw Mill in 1907, among his assets is a fine driving bumper. It is a one piece affair with top cutters, surreys with the fringes on top and rubber tired buggies for hire, remained the slow but steady trend toward mechanized equipment and established himself in the farm implement business. His choice was a wise one for in the years 1913 and 1914, Saskatchewan, according to statistical reports, listed 7,400 automobiles in the Province and the farm implement industry was surpassing all previous records.

Syver Mork established himself in the mercantile business many years ago. In 1907 he was a dray and transfer man for the town and he recalls the rapid rise of the automobile industry. Vaughan & Robinson were the first Ford dealers around 1910, introducing the new Model T Ford. F. B. Holmgren, who arrived in the district the year of 1903, started a machine and repair shop under the firm name of Patterson & Holmgren. They were among the first to establish automobile agencies. F. B. Holmgren still carries on his business now known as Holmgren Motors. Mercury-Lincoln-Motor dealers in co-partnership with his sons.

The Prairie Nurseries were opened in 1912, and in 1913 F. W. Hennenberg arrived from Manitoba, Manitoba, to open a new jewellery store. It is said that his father, the late August Hennenberg, opened the door of the store every morning at 8.30 sharp, without a murmur, and a car for a period of forty-one years, people automatically set their clocks to the second when they saw him pass by.

Grundeen's Creamery was the first dairy plant established in Estevan. Paul Grundeen, a member of the younger generation, has now taken over the plant, remodelled and installed the latest in modern creamery equipment.

The first silent motion picture was shown in the Duncan Hall. The first moving picture house was named the Delight Theatre, it was destroyed by fire some 25 years ago.

This ends our review on the founding of Estevan and its growth during the following 29 years. As the Estevan Mercury of 1943 painted the opportunities offered in the Souris Valley so glowingly we quote, "COME TO ESTEVAN. A district that offers unsurpassed advantages. LOTS OF LAND, LOTS OF WATER, LOTS OF HAY AND LOTS OF FUEL."

On March 2nd, 1955, an old landmark was burned to the ground, recently

known as the General Hardware, but to the early settlers it was familiar as the Holmgren Hardware, built in 1906 by John Holmgren, who for many years was considered one of the foremost merchants of Estevan.

DAVID BANNATYNE

June 13th, 1913, David Bannatyne became manager of the Bank of British North America, which was one of the first banks established in Estevan. At the time of his arrival in Estevan, he was 33 years of age, with an enviable banking record of 17 years to his credit. Born in Irvine, Scotland, November 1st, 1880, he joined the staff of the Royal Bank of Scotland in 1896. Five years later he took charge of a shipping office in Irvine.

In 1903 he was accepted as a member of the staff of the Bank of British North America and left Scotland for Canada in February of that year. The following 10 years he transferred to different posts in the provinces and on Christmas Day, 1912, married the former Mildred Ann Jones at Winnipeg. Dr. Ralph Gordon performed the wedding ceremony (known to many as Ralph Connor, the Canadian author).

1913-1921 David Bannatyne was manager of the Estevan branch of the Bank of British North America.

In 1921 he established his own insurance business known as the Bannatyne Agencies, also acting as agent for various steamship lines and airlines.

An indefatigable community worker, he served as mayor from 1925-1926 and again in 1937-1938 and 1939. The years in between 1935-1936 he served on the town council. He was secretary for the Estevan and district Board of Trade for many years.

Forty-one years, David Bannatyne spent in Estevan, giving generously of his time and knowledge to further the development of this little prairie town. His death on December 16th 1954, left a vacancy no one person could attempt to fill.

PERRY HARDWARE LTD.

Established 1893

T. ALBERT PERRY
President-Manager

DON A. PERRY
Vice President

M. ALIAN PERRY
Secretary-Treasurer

THE OLDEST AND BIGGEST HARDWARE IN SOUTHERN SASKATCHEWAN

1207 FOURTH ST.
Phone 4811
ESTEVAN, SASKATCHEWAN



*The
Perrys
of Estevan*



Estevan's Pioneer Hardware Established 1882

Speeding over the prairies roads at 30 miles an hour, these strange motorists, with their dusts and goggles, bewildered the cattle in the fields as well as the horse-drawn vehicles on the road. The rapid growth of the automobile industry in the ensuing years has today developed into one of the major industries of Saskatchewan. The 1936 registration lists over 245,000 automobiles and trucks in operation.

MAX MANDEL . . . PIONEER MERCHANT

One of Estevan's pioneer merchants is Max Mandel, recently retired and now making his home in Winnipeg, Man.

Born in the little Russian village of Podoulay in 1884 he grew to manhood resenting the hardships and hunger which pressed them on every side. Many of his compatriots had left the country to join friends and relatives in Canada. A new way of life was opening offering a brilliant future for those who were willing to work. Max Mandel never regretted his decision to leave the old for the new. He arrived in Canada in 1908, spending his first year at Emerson, Man. As Sir John A. McDonald so aptly phrased it in one of his speeches "Most of us will not be content in Heaven if we hear of a place farther west." This desire to see what was "back of beyond" finally brought our young traveller to Estevan where he found employment with J. E. Loughlin, a progressive mer-

chant of the early days, now retired and living in Victoria, B.C. Following his capable guidance, Max Mandel soon became an experienced merchandising man. His happiness was complete when Mollie Fishgold arrived from Russia to join him in the new land. They were married in 1911. Eight years later he opened his own store in the Campbell Block. As the business prospered larger quarters were necessary and in 1927 he purchased the Hugh Werry Block. The store now operates under the name of M. Mandel & Co.

Max Mandel has played an active part in the community life of Estevan, giving generously to any worthy cause.

The Mandel Memorial Award is presented each year in the form of a medal to the collegiate student winning the highest honors. The medal is in memory of his son, Dr. Jake Mandel, who made the supreme sacrifice during the Second World War. A former collegiate graduate he later attended the University of Saskatchewan, completing his studies at the University of Alberta where he received his degree.

Captain Jake Mandel lost his life while serving with the Medical Corps attached to the 12th Brigade in Normandy, 1944.

The Mandels have one daughter, now married to Dr. H. A. Broadner.

Their only remaining son, Henry, served with the R.C.A.F. during the war and has now taken over complete management of M. Mandel & Co., making his home in Estevan.



Granite,
Marble
and Stone
Memorials

"MAKE EVERY GRAVE"

WESTERN MONUMENTAL SHOP

T. TELLUS, Owner-Manager

1451 TORONTO ST.

Phone LA.2-3315

REGINA, SASK.

JOHN MATHER

John Mather, now retired and living in Estevan, recalls the days of 1888 when he prospered as a miner in the coalfields.

The Eureka Coal Mine and Brick Yard was located where the Saskatchewan Clay Products operate today. Nels Matheson, general manager, and Miss Mather, with J. A. Peterson as General Manager and J. E. Burdley as Coal Mine Manager. In 1913 J. A. Peterson bought the Stand Mine and Brick Yard.

In 1906 the Eureka mine was a high production mine employing some 30 miners. Bank houses, a cook shack and several small units for miners with families solved the housing situation.

Mrs. John Mather recalls the day she arrived from Lancashire, England, with three small children, Harry and Kathleen. One look at her future home filled her with despair and she was tempted to take the next train out, but England was thousands of miles away and money was scarce so she decided to make the best of it and started house-keeping with a Gem cook stove, a bed and a cot, converting a packing case brought from England into a cupboard. The left standing room only. They found it necessary to use the trunks placed along the wall for chairs. A trap door led to the root cellar.

In 1918 J. A. Peterson bought the Eureka and changed the name to the Estevan Brick and Coal Bricks mine. Located at the north end were shipped to Winnipeg. From five to six brick kilns were kept in constant use. Locally there was considerable demand for the brick for use in the various construction projects then being completed.

John Mather's arrival in Estevan September, 1905, coincided with the Golden Jubilee Year of Saskatchewan marking their respective half century marks.

Norah Mather, for the past 10 years Town Clerk and Treasurer for the town of Estevan, one of the children which the Mathers brought up in the Beaver Valley, having held that appointment since the retirement of A. B. Stuart in 1945. Frank Mather is well known as the owner of Mather's News.

PETER McDONALD

Peter McDonald arrived from the east in 1887, taking squatter's rights on a quarter section of land in the Alameda district. The usual procedure in those days was to locate their land, obtaining their registration papers when the land office was established, providing they had turned the specified amount of seed and been in continuous residence for the

required length of time, necessary to comply with The Homestead Act. The first purchase was a yoke of oxen and a walking plow, including a seed house the next step. This completed Peter McDonald returned to Stratford, Ont. to advise his family of the work he had completed. He returned west in 1893, followed shortly by his wife and baby daughter, Isabella. Arriving at Macdonald they took the stage to their new home at Alameda. Their second daughter, born October 17th, 1893, has the distinction of being the first white baby born within a radius of 100 miles. They named her Alameda.

The year 1894 Peter McDonald filed on a pre-emption claim nine miles north of Estevan at Lake McDonald, named after the McDonald family. A stone house was built and the McDonalds became ranchers maintaining some 50 Shorthorn cattle and 50 head of horses. In 1903 Peter McDonald changed to the very end business in Estevan. The firm was known as McDonald & Murphy.

Peter McDonald was a family. Agreed around Estevan for many years and in 1928 the McDonalds celebrated their golden wedding anniversary. The event was attended by their eight daughters, at that time married and established on homes of their own. This was to be their last family reunion as Peter McDonald died that same year at the age of 76. His wife, Anne, survived him eight years, her death occurring in 1936 at the age of 78. Three daughters still reside in Estevan, Isabella, now Mrs. Isabella Murdoch, Laura is the wife of Harry Nicholson, mayor of Estevan for the past 15 years, Alameda married Charles Ross. 1911 another early settler from Kent, England. Arriving in Estevan in 1903 he filed on a homestead. The Bookers ran a grocery store on Fourth Street between 1911 and 1914 at which time he took a position with the rail road, retiring in 1928.

Alameda McDonald Bookers, now past her three score year and ten spends much of her time compiling work on the early days, when the Mathers roamed the prairie packing up the buffalo bones which were scattered all over the land. Her knowledge of life on the prairie during the early part of the century has been recorded and filed in the collegiate library for future generations to read.

ST. JOSEPH'S GENERAL HOSPITAL Estevan, Sask.

There are some 20,000 Sisters of St. Joseph, belonging to 40 mother houses, many of them far distant from the places of their origin who are today internationally known for their excellent work

as teachers, nurses and social welfare workers.

The Order of the Sisters of St. Joseph was established in the Diocese of Peterboro, Ontario, in 1890, with the opening of a new hospital. Since that time hospitals have been opened at Wainwright, Alberta (1922), Edmonton, Alberta (1946) and Estevan, Saskatchewan (1938). The Radville Union Hospital has been established under the direction of the Sisters of St. Joseph, Parkbrook, Ontario.

November 30th, 1938, St. Joseph's General Hospital was opened at Estevan, Saskatchewan, under the direction of the Sisters of St. Joseph, Peterboro, Ontario.

Estevan is the marketing centre for southeastern Saskatchewan located in the heart of the beautiful Souris River Valley, to the west of the lignite sea fields. The hospital is built of Estevan Brick, surrounded by landscaped grounds with paved walks leading to the main entrance.

The growth of the hospital can be traced through its various stages of expansion. In 1938 a 35-bed hospital was opened. By 1942 it was found necessary to build a small wing to accommodate a larger laundry and to provide facilities for isolation. A children's ward and sufficient beds to bring the bed capacity to 60, not counting bassinets, was the next step on the expansion program. A steady increase in admissions necessitated the opening of an annex in the building formerly used as the hospital for the R. C. P. Training in the summer of 1943. This provided accommodation for 40 more patients. This annex was built on a foundation and a serviced entirely from the main hospital. The new central stores built at the rear of the 1942 wing opened August 10, 1944. Work on a new boiler room is well under way, at which time increased laundry space will be made possible and plans have been made to install modern laundry equipment.

The government rating for the Estevan General Hospital is at present 75 beds. The General Hospital keeps abreast of the times with modern equipment for X-ray, operating room and laboratory diagnosis and treatments.

Fully qualified nurses and a competent medical staff comprises the picture of one of the finest hospitals in Saskatchewan.

THE ORIGIN OF THE SISTERS OF ST. JOSEPH

Dates back to 1666 when the congregation of the Sisters of St. Joseph was founded by Henry de Monpan de Tour, Bishop of Le Fay-en-Velay, France.

Le Fay, the capital of Velay, is a very ancient town built at the base of two volcanic needles of eruptive rock, Mount Cernic and Mount St. Michel. The cathedral (Notre Dame de Fay) is centuries old and of great interest to archaeologists.

October 18th, 1648, six volunteers were constituted into a religious institute, under the name of the Congregation of the Sisters of St. Joseph. The cradle of the congregation was a refuge for orphans and homeless women.

The expansion of the Institute of St. Joseph continued during the opening and closing of the French Revolution. The district of Velay-Forez Lyonnais and Auvergne became deluged with hospitals, schools and orphanages, in which the Sisters continued to give their services to the needy.

The French Revolution brought many changes. The Sisters, in order to avoid arrest, took refuge in caves, but were later discovered and thrown in prison. Weeks and months of the Great Terror passed and the little group of Sisters calmly awaited the death sentence, to which the judges of Robespierre had sentenced them. The Terror reached its climax in the summer of 1794 and was brought to a sudden end by the assassination of the tyrant on July 28th, one day before their execution. Nevertheless some Sisters of St. Joseph in other locations were given the death sentence, during the reign of the Terror, marking one of the darkest spots on the pages of history.

Dispossessed of their convents, hospitals and property, the Sisters were forced to start over again, with nothing but their untiring spirits as a foundation.

A new and brighter order began with the advent of Napoleon Bonaparte (1798). Under the guidance of Mother St. John Ponthonne, new mother houses were established at Chamberry, Annecy, Bourg and Bordeaux. In 1836 she sent the first band of Sisters to America. Their first mission was Cahokia, almost opposite the present city of St. Louis, Missouri. Floods and their attendant devastation caused them to move to their convents in St. Louis and Carondelet. Years of arduous work followed, overcoming obstacles was a necessity which had to be met in those early pioneer days. "We know our land and know it well" well profits their steady advancement. In 1881 the Congregation of St. Joseph was established in Toronto, Canada. Later convents and hospitals were built in the smaller towns. The following 80 years became a half century of progress. A new scholastic wing was added to the Mother House, built in 1884, accommodating the rapidly increasing enrollment.



ST JOSEPH'S HOSPITAL

Estevan

Saskatchewan



ESTEVAN COLLEGIATE

South Eastern Saskatchewan's



★ OIL

★ COAL

★ POWER

Centre

ESTEVEAN—situated adjacent to Saskatchewan's coal mining area. A focal point for the Saskatchewan Power Corporation, the manufacturing site of the Saskatchewan Clay Products Corporation (Brick & Tile) and the home of the Prairie Nurseries Limited, operating the largest tree nursery in the Dominion of Canada. Flood and sprinkler systems of irrigation are used extensively throughout the Souris River Valley, creating a seasonal frame of pastoral beauty for Estevan, which is located on the Souris River.

LAND BOOM (1906) — OIL BOOM (1956)

The year 1956 marks a milestone in the history of Estevan, the fiftieth anniversary of its incorporation as a town. 1906 was a colorful year with the land boom in full swing. Thousands of new settlers were arriving with their household effects, and queues of land seekers awaited their turn at the land registration office. The following five years show a steady increase in population and by 1911 the census records gave Estevan a population of 1,961.

History repeats itself in 1956, with population figures taking an unprecedented upward spiral, due to the oil boom which has brought in countless numbers of new workers to the oil fields.

The total number of oil wells capable of production in southeastern Saskatchewan listed May 1st, 1956, numbered 294. The records change rapidly and are now well over the 400 mark as the drilling continues in this area. These fields include Alida, Frobisher, Hastings, Kingsford,

Lampman, Steelman, Nottingham and Midale and comparatively easy to reach from Estevan. As a result of these discoveries Estevan became general headquarters for some 50 to 75 oil development and oil well supply companies who have bought property, rented every available space and are constructing offices and warehouses literally transforming Estevan from a marketing centre of fifty years standing to a city with a future as yet unpredictable. COAL, OIL and POWER are the three mighty factors which will determine the future of this new city in the heart of the Souris Valley.

COAL

Lignite deposits in the Souris Valley are the second largest coal deposits in the Dominion of Canada. From two to three million tons of coal are mined annually. The Western Dominion Coal Company having purchased the famous "Old Mac" mine at Roche Percee in 1958, now controls the largest holdings in the coal fields. This Company also operates in the Estevan area the largest walking dragline of its type.

Carbonized briquette production runs to more than 50,000 tons a year.

POWER

As the above mentioned lignite coal fields constitute one of the greatest natural resources in Canada, there is enough of this coal readily available to generate power for the proposed \$40,000,000 generating plant (344,000 kilowatts) planned for construction at Long Creek, south of Estevan. The Saskatchewan Power Corporation plans to utilize coal from the Souris Valley to produce power at a cost level, nearly competitive with hydro power. A 30,000 kilowatt extension is to be added to the existing plant, bringing it up to 72,250 kilowatts. Thus the Estevan area becomes a keystone in the power production field. Power is transmitted over high tension lines for rural electrification and electricity for the smaller centres of Southeastern Saskatchewan.

A new dam is now under construction at Long Creek, which will fulfill a long felt need. This has been pushed through by the Saskatchewan Power Corporation. The prime purpose of this dam will be three-fold: cooling, water conservation, and flood control. Estevan is also building a new pumping and filtration plant on the north bank of the Souris River.

BUILDING PROGRAMME

The building projects which are now under way will transform Estevan from the marketing centre it has been heretofore into a thriving industrial and distributing centre. Some 72 lots have been surveyed for the new sub-division to be known as Rattray Place. This will constitute one of the new residential sections. Water and sewer installations are to be extended to Hillside, a boon to the residents of this district who have hopefully awaited this event for the past fifty years. Twenty-two new mercantile houses are now under construction. The head office for Westspur Pipe Line is to be located on Sixth street. A new \$215,700 Federal building is under construction. The site chosen for it is hallowed ground, as it is none other than the lots formerly occupied by the old

stone school a nineteenth century landmark whereas the majority of Estevan's population learned the three R's. Undoubtedly the demolition squad who worked on this project were quite unaware that they were tearing down a sizeable portion of Estevan's history. The architectural firm of Stock & Ramsay Regina are building a new mercantile block adjacent to the new Federal building.

The old as well as the new are enlarging and renovating their business places. In the restaurant field, the Canada Cafe which changed hands in September 1955 has been remodelled by a Winnipeg firm Display & Fixture, Manitoba Ltd., at a cost of \$30,000. Acoustic tile ceilings, panelites and plastic and nylon coverings give to one of Estevan's oldest cafes a note of sophistication lacking in the old. The Princess and the General cafes are following the same pattern.

AIRPORT—THE ESTEVAN FLYING CLUB

Customs and immigration points of entry into Canada are located just south of Estevan as well as customs officers at the airport to accommodate international flyers.

The Estevan airport is an "Off-the-Airways" airport. The runway is hard surfaced 3,000 feet in length.

Mayor Harry Nicholson is president of the Estevan Flying Club and "Ken" Nicholson is manager and flying instructor. The businessmen of Estevan formed the club in 1948 which is listed as a member of the Royal Canadian Flying Club Association.

The airport at Estevan was originally designed and built by the Department of Transport as a training school for pilots during the second world war at a cost of \$3,000,000. In 1956 the town of Estevan took over a number of the buildings necessary for the continued operation of the airport. Today a great many of these buildings are used to house the new army of workers who labour in the oil fields.

ST JOSEPH'S HOSPITAL, 1956

Saturday May 12th 1956 a new wing was officially opened at St. Joseph's Hospital the cost of this new addition being \$500,000. Incorporated in the building are modern facilities which include a new maternity ward, nursery, X ray room with lead-lined control centre, well equipped laboratory, increased kitchen space, a cafeteria accommodating 48 persons, and enlarged office space for the administrative personnel. Oxygen supply is piped from a central supply source to all wards. Conforming with the original structure this new wing of modernistic design is constructed of Estevan brick on a steel frame. An additional 35 beds are now available.

In Estevan



DISTINCTIVE ENTERTAINMENT

Telephone 42321



1944-1957

ESTEVAN, DIRECTORY

Population 12200

Estevan Incorporated as a town in 1906, is in Sec 22 Twp. 2, Rge 4, Wmd. in Moose Mountain Dominion Electoral District, Souris-Estevan Provincial Electoral District, Arcola Land Registration District and Estevan Judicial District Rural Municipality No. 5, on the C.P.R. and C.N.R., 145 miles southeast of Moose Jaw by rail and 128 miles southeast of Regina by motor road (blacktop). Has C.P. and C.N. telegraph and express. Saskatchewan Government local and long distance telephones (recently converted to the dual system for town and district). The Saskatchewan Government Power Corporation services the district and maintains an office at Estevan. There are four elevators handling the annual grain yield, three excellent hotels, new motels at the outskirts of Estevan and trailer courts conveniently located.

Business plants of every description meet the needs of the district. The National Fruit, Wacker Fruit and J. M. Snelcher Ltd. supply the retail stores with fruits and groceries, Canada Packers, with meat. Soo Freight Lines have a distributing centre in Estevan. Hugh Gas Ltd., Bowman Brothers, automotive supplies, Simpsons-Sears, retail and mail order, T. Eaton Company, mail order, Royal Montreal and Canadian Bank of Commerce Offices are maintained at this point for the Department of Agriculture (Dominion), Customs and Excise, National Defence, Dept. of National Unemployment, Dept. of Mineral and Natural Resources, Provincial Agricultural representative and Veterinary surgeon.

Estevan is beautifully situated on the Souris River, near the International boundary on highways No. 20, 12 and 47 (blacktop), and is the gateway for Saskatchewan tourist traffic from across the border to the south. Canadian Pacific and Canadian National railway lines radiate from Estevan serving a large territory.

The heavily wooded valleys of the Souris River and Long Creek provide an ideal setting for those seeking rest and relaxation. Splendid playgrounds are found at Woodlawn and River Park, where tourist cabins and camping conveniences are available.

An ample supply of water for the city is supplied by springs which feed Long

Creek and volume is assured by reservoirs created by dams which were constructed by the Federal Government.

Estevan is a Judicial Centre, while the Land Registration office is located at Arcola. A detachment of R.C.M.P. has barracks in the city hall and police the district.

EDUCATION AND SCHOOLS:

The educational requirements of the city and district are cared for by the city. The Estevan Collegiate ranks among the finest in the Province. A new Separate school has recently been opened under the direction of the Sisters of Loreto.

MAYOR—Harry Nicholson

CITY CLERK & TREASURER
Norah Mather

ALDERMEN—Theodore Brooks, James N. Dyer, Frank Marwood, Edward F. Pettigrew, Harold Clasky, John Sinclair

CITY SOLICITOR—W. W. Lynd, Q.C.

R.C.M.P.—Cpl. Knight (in charge of detachment), Barracks 1013 Third St.

FIRE CHIEF—Wm. Hedley

CITY ENGINEER—D. L. C. Harris

SANITARY INSPECTOR (Estevan Health Centre No. 10), Robert Lukay

AGENT FOR ATTORNEY GENERAL—R. D. Newsome, Q.C.

POSTMASTER—Wm. J. Stephen

C.N.R. STATION AGENT—Leonard Weppeler

C.P.R. TICKET AGENT—M. E. Ryder

AGREP (Dept. of Agriculture) Carman Cooke

CHARTERED ACCOUNTANTS—R. L. Bamford & Co.

CUSTOMS & EXCISE—Thomas Topping, Collector, P.O. Bldg.

DISTRICT COURT JUDGE—His Honour George Campbell

CLERK OF THE DISTRICT COURT—Charles D. Cumag.

SHERIFF—Charles D. Cumung

DEPUTY SHERIFF & LOCAL

REGISTRAR Rita M. Anderson

ST JOSEPH'S HOSPITAL.

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Secretary Treas.—Wm. R. Cantlon.

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No. 25—V. L. Mitchell, Secretary

Agricultural Society—E. P. Rae, Pres.,
W. R. Cantlon, Secretary Treasurer

B.P.O.E. Ken Conford

Canadian Cancer Society—
Mrs. Wm. Mitchell

Canadian Legion B.E.S.L.—
D. A. Rannatyne, Secretary

Estevan & District Board of Trade—
W. R. Cantlon, Secretary

Estevan Curling Club—
Dwain McKenzie, Treasurer

Estevan Flying Club—
Harry Nicholson, President

Estevan Golf & Country Club (Wood-
lawn)—John McLeod, Secretary

Estevan Rinks Ltd.—M. Grace McNeil,
Secretary Treasurer

I.O.D.E.—Mrs. David Harris, Secretary

I.O.O.F.—L. E. Silvers, Secretary

Knismen Club—Rev. Wm. MacVean, Sec.
Knights of Columbus—

O.E.S. (Eastern Star—

Rebekah Lodge—Mrs. Clifton Spearing

Red Cross Society—Mrs. B. J. Dean,
President

Rotary Club—Harold J. Clusky, Sec'y

Royal Canadian Air Cadets—
(Wylie Mitchell Squadron)—W. J.
Perkins, Q.C., Sec'y Treas., Estevan

Sorens Valley Miners Hockey Club—
Harry Nicholson, President

Aasbol Ole P. Elec. lineman West Dom
Coal Mines h 922 1st St

Abbeist Don e opr Stardite Drive In h Ste
7 Barrie Block

Abbott Frank prop Avenue News h 1218
Third St

Abrams H. Walter teacher Collegiate h
1822 Second St

Acc Mud Services Ltd Wm Huddleston
mgr 3 Creighton Block 12th Ave

Adrian Henry W. Plt, junior Sask Power
Corp h 430 Third St

Adams Frank retired h 1702 Second St

Adams Henry T labourer h 1821 Second
St

Addis Robert G carman CPR Shops h
1309 3rd St

Amdow Christina Mrs housekeeper h 808
Second St

Altman Arthur labourer h 506 Third St

Allen Alice Mrs widow h 1817 Fourth St

Alm William sectionman CPR h 1034
4th St

Al's Tire Shop Al Thompson prop 4th
Street

Amurex-Oil Development Office 1123 4th
St

Anderson's Grocery (J & G Anderson)
880 George St Hillside

Anderson Aago farmer h rural

Anderson Ben F—D & B foreman CPR
h 428 5th St

Anderson Ben W retired h Second St W

Anderson Carlton J carman CPR shops
h 806 Third St

Anderson David Setter Sask Clay
Product h Treas

Anderson E. L. Leaser Husky Service Stn
No 39 Hi-Way E h trailer

Anderson Gladys Mrs prop Anderson's
Grocer h 836 George St Hillside rear

Trailer

Anderson Gladys waitress General Cafe
h 436 5th St

Anderson Jeanne grocer h 880 George
St Hillside (rear trailer,

Anderson Katherine Mrs clerk Empire
Hotel h 1440 4th St

Anderson Nick labourer h 714 6th St

Anderson Nina Mrs waitress General
Cafe h 436 5th St

Anderson Odol cattle buyer h 1514 4th
St

Anderson R. F carman CPR Shops h 722
4th St

Anderson Rita M Deputy Sheriff & Local
Registrar h 808 Third St

Anderson Thomas G retired h 313 1st St

Anderson Walter C Loader Sask Clay
Products h 1440 4th St

Anderson William J packer Francis
Nurseries Ltd h 437 Second St

Anderson Wm mgr Schlumberger Well
Surveying Corp (Sask) Div No 88

Anderson William area supervisor Sun
Oil Co No 28 Hi-Way W

Hi-Way W

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Sts 6 South Block

Antymniuk Alex section foreman CNR
h CNR Right of Way

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McCol Pastor 1312 4th St

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CPR h 726 6th St

Babcock Lawrence h 726 Fifth St

Babcock S G yard clerk CPD h 726 6th St

Bachand Joseph Dr retired h 1401 Third
St

Bachynsk Frank farmer h 317 Third St

Bachynski Michael partman Holley
Motors h 1425 4th St

Backlen Mary Mrs retired h 1237 Second
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Backman Roy A Road contractor h 1815
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529 Third St

Baley Percy R farmer retired h 529
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Barabash John reporter Estevan Mercury
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St
Barr Dorcas waitress Canada Cafe h
630 5th St
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Barr Raymond mechanic Grundleen
Motors Ltd h 630 5th St
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 Boles Harvey W warehouseman Old Mac Ltd h 1235 Second St
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 Brooks Oliver lacquerer h Hillside
 Brovold Herman L customs officer h 1309 1st St
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 Hughes Tool Service Ltd h Ste 1 Rae Block
 Budd Harry B cashier Liquor Bd Store h 322 1st St
 Budd Jessie Mrs (RN) nurse h 322 1st St
 Budd S Eleanor Mrs widow h 1021 Valley St
 Buffam G M (Part) Spencer & Buffam Jewellers h 537 Second St
 Bugalickis Tony welder Holmgren Motors h 927 Valley St
 Bugarski Peter section foreman CPR h Section house
 Bump Nick Section foreman CPR h 325 4th St E
 Burlingame A T plant foreman Estevan Mercury h 1210 Third St
 Burlingame Elaine cook h Hillside
 Burner James prop OK Cab h 921 Valley St
 Burner Lois A opr Sask Govt Tels h 818 Second St
 Burner Peter farmer h 818 Second St
 Burner Richard postal clerk PO h 921 Valley St
 Burner Steven retired h 921 Valley St
 Burness David A prin Valley View Sch h 701 Third St
 Burrell Roland C retired h 1221 5th St
 Burrow S H Commercial Telegrapher CPR h 1222 Third St
 Butler Jessie Mrs widow h 422 Second St
 Buttasson Alex Elec welder West Dom Coal Mines h 1006 4th St
 Bye Lois M Postal clerk PO h Ste 10 Barris Block
 Byers Alfred E Electrical contractor h 925 King St Hillside
 Byers John retired h 325 King St Hillside
 Cairns Transport Burton J Cairns prop 1038 Third St
 Cairns Burton J prop Cairns Transport h 1038 Third St
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CPR Ticket Agent M E Ryder CPR Sta
Canton W R Chartered acct mgr R L
Hamford & Co h 1738 2nd St
Carey J Robert clk, fireman Sask Clay
Products h 1301 1st St
Carey R W Hdw clerk Whitty's Hdw h
1301 First St
Carlberg Anton retired h 928 George St
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Carlson Clarence labourer Estevan Coal
& Wood h 517 4th St
Carlson Leroy H farmer h 921 Second St
Carlson Victor farmer h 1018 Third St
Carr Walter trucker h 933 Third St
Carriere Marie L Mrs widow h Hillside
Carson H Victor Conservation office Dept
of Natural Resources h 305 2nd St
Casement W R Staff Sgt Dept of National
Defence h Airport
Caswell H S Chief of Police h 1714 2nd
St

Caswell H W clerk Whitty's Hdw h 1525
Third St
Central School 1306 Third St
Chabot Eugene retired h 705 Third St
Chabot George retired h 906 Second St
Chamney Richard retired h Sands Block
Chapman Donald A caretaker Legion
Hall h 801 3rd St
Chapman Elmer H prop McBride's Groc
h 1222 Second St
Chapman Forest F retired h Ste 2 Clasky
Block
Chapman James H retired h 1803 4th St
Chapman John O Asst boiler opr (Plt)
Sask Power Corp h 509 2nd St
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Dept of Agric h 1022 1st St
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St
Chow Jack cook Princess Cafe h 1223 4th
St
Chow Joe (Part) New Canada Cafe h
1204 4th St
Chow Kenneth (Part) New Canada Cafe
h 1204 4th St
Chow Park (Part) General Cafe h 1135
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 Christopher Carl W Section foreman CPR
 h Section house
 Christopher Jean steno Foley Motors h
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 pastor 8th St

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Citron's Lumber Co Ltd E T Jevrons
 mgr Cor 1102 6th St

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 Lease 5th St

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 Neumann) props

Clark James retired h Ste 4 Barris Block

Clarke James Rev pastor Baptist Church
 h 1218 Second St

Clark Kenneth repairman CPR Shops h
 Barris Bk

Clark Margaret house assistant h 813
 Third St

Clark Margot Mrs retired h Barris Bk

Clark William retired h 813 Third St

Clarke Colleen P mgr Sask Govt Tele h
 306 Third St

Clarke Esther A Mrs retired h 1223
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Clemons M L retired h 1005 Third St

Cloke John V Engineer (Pnt) Sask Power
 Corp h 1009 Third St

Cloze Mildred Mrs widow h 917 Second
 St

Coe James A Sales supervisor BA Oil
 Ltd h C 530 5th St

Cole Ruth Mrs Perkins's Law Office h
 C 530 5th St

Coleman Ernest S mgr J M Sinclair Ltd
 h Barris Block

Coleman James A rep Mauney-Crawford
 Tank Co h 1732 Second St

Coles Reginald repairman CPR Shops h
 Perry Block 4th St

Collegiate Institute 1616 2nd St

Coley John clerk Can Well Services h
 1714 Second St

Collins L W labourer h 805 King St

Collins R L asst dist opr Sask Power
 Corp h trailer 5th Ave at 5th St

Collopy Alex retired h 1217 Third St

Colpitts Sheila (RM) gen duty St
 Joseph's Hosp h 1502 2nd St

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 hoven mgr 1036 Fifth St

Cook Bert retired h Hillside

Cook James retired h 1039 Third St

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Cooke Carman C AGREP Dept f Agric
 office Ste 1 Coughton Bk h 510 2nd St

Coomson D P Sales rep Imperial Oil Ltd
 h 6 Sands Block 4th St

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 & Heating h Hillside

Cooley Nellie Mrs widow h Henry St
 Hillside

Cooley Orin farmer h Hillside Henry St

Cooley Orin B farmer h Hillside Henry
 St

Cooper Earl tester Johnston Testers h
 Trailer Court

Copeman John field wkr Estevan Green-
 houses h 1428 5th St E

Cossette Alphonse C fireman St Joseph's
 Hosp h 1621 1st St

Cossette Clement J chief engineer St
 Joseph's Hosp h 1627 1st St

Cote Fred foreman Road Const h 1728
 Third St

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 1618-40 4th St

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Cowan Alexander retired h 615 4th St

Cowan E L carman CPR Shops h 737 4th
 St

Cowan Dinah A Mrs widow 516 3rd St

Cowan Peter driver Imperial Oil Ltd h
 327 4th St

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 Crozier J M opr CPR Station h 625 3rd St
 Cramley Eva waitress Elva & Mary's h 1218 Fifth St
 Curling Charles D sheriff and clerk of the Dist Court h 232 12th Ave
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 Cunnah Samuel repairman CPR Shops h 322 5th St
 Cunnah William Boiler opr Sask Power Corp (Pit) h 429 4th St
 Curlock John Engineer (Pit) Sask Power Corp h 805 Second St
 Cuthbert James B Asst Trout Motors Ltd h 1434 Second St
 Czuba Helen Current Accts Bank of Montreal h 1235 Third St
 Czuba Kenneth warehouseman CPR Express h 1334 6th St
 Daac Clara steno Prairie Nurseries Ltd h 1101 2nd St
 Daas Evelyn R clerk Bank of Montreal h 1013 Third St
 Daas Gordon welder Magnath Welders h 1111 Fifth St
 Dackow Cecelia R jr clerk Bank of Montreal h 1307 Third St
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 Davies Thomas H labourer h 6 Source N
 Day Joyce D opr Sask Govt Tels h 1414 Fourth St
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 Debuane Marcel engineer Sask Power Corp h 932 4th St
 DeBoth Frank fireman St Joseph's Hosp
 DeBoth F J yardman CPR h Airport
 DeBoth Teresa (RN) gen duty St Joseph's Hosp h 1218 Third St
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Montreal h 813 1st St
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Dodd Edith housekeeper h 1112 4th St
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Clean h 710 5th St
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Clay Products h 710 5th St
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Downey Bruce C mgr Bank of Montreal
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Draeder Frances Mrs widow h 917 Third
St
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Draeder J Percy farmer h 1506 Third St
Draeder Vernon A teamster Perry Hdr
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St
- Eagles George H labourer h 518 Second
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- Estwistle John A traveller Searle Grain
Co Ltd h 814 Third St
- Ermene Lillian teacher pub sch h 929
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- Erick James labourer h 421 Second St
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1021 2nd St

Evans P N Freight Agent CPR h 1213
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Evenson Arthur E (Part) Sunnysbrook
Hotel h same

Evenson Violet Mrs of Sunnysbrook Hotel
h same

Evett Marjorie bookbkr Mac's Service
Stn h 1520 Third St

Evett W R Barber h 1325 1st St

Evask John Typel Labourer West Dam
Coal Mines h 837 1st St

Ewaski Morrel merchant at Fryer

Machine Shop 1 213 Valley St

Evatt Louisa opr Aristocrat Beauty Salon
h 1329 Third St

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Co Ltd h Jensen's Trailer Court

Fagerheim Arnold labourer h 1221 6th St

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Fedyk Steve clerk Perry's Hdw Ltd h 441
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Fichtemann Emilie Mrs office mgr
Estevan Greenhouses h same
Fichtemann Walter owner mgr Estevan
Greenhouses h same
Fichter Adam Jr farmer
Fichter Anton farmer
Fichter Frank farmer h 1222 6th St
Fichter John retired h 916 4th St
Fichter Monica counter clerk City Bakery
h 1222 4th St
Fichter Phyllis house Asst Dr E N F
Junkna h 1222 6th St
Fichter Robert farmer h 1102 Third St
Fichter R B Student Acct R L Bamford
& Co h 1418 1st St
Fichter Sigmond retired h 1222 6th St
Fichter Wilhelmina checker Tisdale's Dry
Cnrs h 1222 6th St
Fisher Charles retired h 340 4th St
Fisling Donald rep man CPR Shops
h 645 Henry St Hillside
Fisling Gordon M truck driver (Town)
h 645 Henry St Hillside
Fleet William J Euclid Trac Truk Opr
West Dom Co Mines h 1333 5th St
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Fischer Fredrick mechanic (Pln) Sask
Power Corp h 508 George St Hillside
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Fleck Chris retired h 1009 1st St
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1217 7th St Hillside
Flower Garvey labourer h 1217 7th St
Hillside

Flower James farmer h 1217 7th St
Hillside
Flower Mathilda seamstress Tisdale's
Dry Cnrs h Ste 4 Bas Bldg
Flower Orville farmer h 1217 7th St
Hillside
Flower Raymond trucker h 1217 7th St
Hillside
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1035 Fourth Street
Foley Edward owner-mgr Foley Motors
h 1710 Second St
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Fryns Oscar H retired h 1318 6th St
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Front h 1509 3rd St
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Johns Frank Shop wkr CPR Shops h
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Wear h Ste 6 Economy Bldg
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St
Murray Jeanie Mrs widow h 601 Valley
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 Woodward William retired h 1025 Valley
 St
 Witherspoon Roy C Mgr MacLeod's Ltd
 h 222 4th St
 Wock Adam L Fibre's hlpr Reedy Duce &
 Wharby h 1422 4th St
 Wock Daniel trucker Dominion Fruit h
 217 4th St
 Wock John Day porter Empire Hotel h
 214 4th St
 Wock Leonard Loss brakeman West Dom
 Coal Mines h 1422 Second St
 Wock Mrs Marion teller Bank of Mont
 real h 201 Second St
 Wood R L Supt Old Mac Mine h 1422
 Second St

Woodkey R D Rep Dept of Natura.
 Resources etc 2 Creighton Bldg
 Wragley Joseph retired h 1311 4th St
 Wright & Bruce (Service Rigs) J N
 Wright mgr Jensen Trailer Court
 Hotel h same
 Wright J N mgr Wright & Bruce h
 Jensen Trailer Court
 Ying N C Chin kitchen asst Empire
 Wurst Alex Supt Officer National
 Employment Office h 1 McLeod Bldg
 Wurst Gen Maintenance man Sask Clay
 Products h 1 McLeod Bldg
 Wynn J F retired CPR h 517 Second St
 Yaeger Emma labourer h H.Hside
 Yaeger Karl farmer h H.Hside
 Yakimovich John labourer h 441 4th St
 Yee Thomas kitchen asst Princess Cafe
 h 1222 4th St
 Ying Jim cook Empire Hotel h same
 Yoner Peter H farmer h 214 4th St
 Young Anthony printer Estavan Mercury
 h 1317 1st St
 Young Evelyn Mrs bookkeeper Mohler's
 Radio & TV h 1317 1st St
 Young James caretaker Collegiate h 1222
 1st St
 Young James A retired h 1317 1st St
 Young John Elec lineman West Dom
 Coal Mines h 1225 Third St
 Young Katherine Mrs widow h 1422 4th
 St
 Young Marshall meat cutter Wellock's
 Meat Market h 1325 6th St
 Young Sharley A Jr clerk Sask Govt Tel
 h 1317 1st St
 Youngberg Bertram labourer h 1222 6th
 St H.Hside
 Zaczalak John Sr retired h 442 4th St
 Zaczalak John J carpenter h 424 4th St
 Zebel Alfred labourer h 22 Souris Ave
 Zimmerman Alphonse Salesman Foley
 Motors h 201 Valley St
 Zimmerman Grace Mrs hairdresser h 201
 Valley St
 Zimmerman Ruby inventory clk Forney
 Arc Welders h Rural
 Zuckeson Paul E labourer h 214 1st St
 Zirk Herbert Warehouseman Bowman
 Bros Ltd h 1112 4th St
 Zyla Alex mechanic Foley Motors h 512
 Third St

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39 Albert Street

Regina, Sask.

Industrial Development

By ROBERT TYRE

Director of Publicity, Industrial Development Office

The movement of major industries to Saskatchewan in recent months has drawn attention to a comparatively new service offered by the Government of Saskatchewan. The province's Industrial Development Office was opened in 1950 to provide specialized assistance to established manufacturers and to aid new industries to open plants in Saskatchewan.

Industry increasingly is finding the services offered by the Industrial Development Office extremely helpful in matters relating to expansion, production, new development, and financing. Since the office was organized in 1950 by the present Governor D. H. F. Blake, its services on request have been made available to a large number of Saskatchewan manufacturers. Considerable work of a technical nature was carried out by the research consultants of the various offices of the government to assist the several new industries recently announced for the province, among them the \$10,000,000 Inland Steel Pipe Company and the \$7,500,000 Saskatchewan Cement Corporation plant.

The services the Industrial Development Office has undertaken on behalf of Saskatchewan industry have been extensive and varied, but primarily its function is to aid established industries to grow and become more productive, and to help in a very practical way the interest shown by new industries in Saskatchewan's opportunities.

The manufacturer interested in what the province has to offer for profitable plant location may avail himself of the complete research and advisory services provided by the Industrial Development Office. Industrial specialists will analyze his problem or question to assess its special needs in terms of raw material, markets, labour, power, transportation, and all the other factors that have a bearing on the success of a new industry.

The office is assisted in its work by statistical data prepared by Federal Government agencies, and other departments of the provincial government. Saskatchewan manufacturers and businessmen have been especially co-operative in furthering the work of the office.

Saskatchewan's unique Industrial Development Fund is another vital aid which is available to industrialists. The fund was set up to assist new plants to establish and to help existing industry with expansion programs. Applicants may apply for a loan up to 70 percent of their fixed assets. Each loan application is dealt with individually by the Industrial Development Fund Committee. Applications for this financial help are made through the Industrial Development Office.

The industrial specialists of IDO have two very helpful allies in their work of building industry in the province. Nature has been generous to Saskatchewan in the matter of providing raw materials for industry. Geography also favours the province by allocating it a central position in a growing prairie market.

It is part of I.D.O. s job to Maximize the industrial potential offered by the growing roster of metallic and non-metallic mineral wealth in the province and the opportunities presented by a large concentrated forest resource. Little catalogued special industrial opportunities also include potentially profitable operations with the raw material is shipped into the province for processing. In this field of manufacturing it puts the accent on ready-made markets and low distribution costs.

Saskatchewan is a heavy importer of many of the commodities it consumes. Many articles brought in from other centres could be economically manufactured in the province. A few items in this category are such things as ladies' and children's wearing apparel, glass and rock wool, corrugated paper, canvas products, home-made aluminium ware, sheet metal products and many others. It is the job of the Industrial Development Office to research and evaluate these manufacturing openings and bring them to the attention of appropriate industry.

The Industrial Development Office is not just interested in helping the small industrialist as it is in assisting the big fellow. The services the office provides are as readily available to the small inventor who may wish to establish a modest bakery business as they are to the industrialist with a multi-million dollar factory in prospect.

The economists of the government office are currently at work on a municipal program. The task here is to make a survey of each of the province's urban centres for the purpose of compiling individual reports on each area's basic industrial factors. Statistical information gathered covers such things as labour transportation, fuel and power, water supply, sewage, population, custom, industrial sites, etc. The reports are a means of assisting new industry to select plant sites best suited to their particular needs and also to broaden the pattern of industrialization by recording the advantages and unique localities factors of smaller communities.

Still another phase of I.D.O. s work is publicizing the work of established industry and the opportunities available to new industry. The office issues a monthly Bulletin, Industrial Saskatchewan, and distributes a wide variety of printed material dealing with all aspects of Saskatchewan's economy. In conjunction with the government's Trade and Business Information Service, I.D.O. in 1956 went behind a special campaign to promote Saskatchewan made products. Since it first began appearing, each issue of Industrial Saskatchewan has featured a story of some particular manufacturing operation in the province.

The Industrial Development Office works in close co-operation with other government departments and maintains close liaison with Graham Spry, Saskatchewan's Agent General overseas.

Premier T. C. Douglas is the minister in charge of Saskatchewan's Industrial Development Office.

ASSISTANCE TO INDUSTRY



The Province of Saskatchewan Offers Aid to New and Established Manufacturing Concerns



The Industrial Development Office of the Province Provides These Services

- CONSULTATION
- RESEARCH
- LIASON
- FINANCIAL ASSISTANCE
- INFORMATION

A staff of research economists, engineers and publicity personnel are available to assist and promote new industry for Saskatchewan.

- MANUFACTURING OPPORTUNITIES AND MARKETS
EXIST SIDE BY SIDE
- GOOD FACTORY SITES ARE AVAILABLE

The Industrial Development Office publishes monthly a factual report on economic development in the Province. A telephone call or postcard will put you on the mailing list for free copies of

"INDUSTRIAL SASKATCHEWAN"



The Quest for Oil in Canada

NO NELLE OVERCAND

Christopher Columbus is said to have brought from Genoa, Italy, the flag of the Holy Spirit in 1492, when in search of a new frontier he sailed across the Atlantic Ocean to Western Hemisphere.

"Honesty is the best policy" is a well-known saying. It is often said that honesty is the best policy, but it is not always true. In some cases, honesty can be a disadvantage. For example, if you are in a difficult situation and someone asks you a question, it may be better to lie than to tell the truth. Lying can help you avoid trouble and keep your secrets. However, lying can also backfire. If you are caught lying, you will lose your credibility and trust. In the long run, honesty is usually the best policy. It is better to be honest and face the consequences than to lie and live in fear. Honesty is a virtue that should be practiced in all situations. It is the foundation of a good character and a successful life.

[illegible][illegible][illegible]



MICHAEL'S FIRST OIL WELL 1902

Midale

Midway between Estevan and Weyburn

"Where Wheat and Oil Meet"

OIL DISCOVERED IN 1953

Midale's Golden Jubilee celebrated in 1953 marked the fiftieth anniversary of the founding of this prairie settlement (1903-1953). The year 1953 furthermore became the first milestone for a new line of development when the first oil well was brought in and a rich bonanza of black gold gushed forth from the bowels of the earth bidding fair to outrival the famous No. 1 Hard Wheat bonanza of 1903.

The first permit taken out for the drilling of gas or oil dates back to 1875 when from old records we find the first oil well drilled was at Fort Pills in the Northwest Territories. This was a duster. The second was in the Belle Plaine area District of Assinibena in the year 1888 and was known as C.P.R. No. 1. Total depth drilled was 1,351 feet. This also proved to be a duster. By 1923 twenty-one more permits had been issued, all reporting the same negative results.

The average cost of drilling a wildcat well is fifty thousand dollars, some running into much larger figures. One well drilled in Western Canada cost one million six hundred thousand dollars - the same sad tale it was a dry hole. Since 1875 the number of wild cat wells drilled in various parts of Saskatchewan have numbered 1,196 of this number 1,032 have been dry holes.

Geological surveys gave every indication that these pioneers in the field were on the right track but nevertheless they failed to find the right key to Nature's stronghold. The general public looked upon these earlier crusaders in the oil field as incurable diehards or idealistic visionaries, but with grim tenacity they carried on. In 1913 their search was rewarded when the first oil well was brought in at Lloydminster. Gas was discovered at Kamsack in 1937.

Between 1933 when the first oil was discovered, and 1950 when the oil search got under way in earnest 366 exploratory wells were drilled successfully bringing in six producing oil wells and four producing gas. This gave considerable impetus to the work and in 1954 wild cat wells drilled in Saskatchewan numbered 341. By 1955 the producing figures took an upward trend when thirty producing oil fields and seven producing gas fields were officially recorded. The first producing well brought in by Imperial Oil Ltd. was on a farm-out to Rosalie at Smiley Sask.

Westpur Pipe Line has built a pipe line to gather and transport crude oil from the Midale, Steelman, Alida and Nottingham fields to Cromer Manitoba where it connects with the Interprovincial Pipe Line, ensuring year round delivery of crude oil.

Considerable skepticism prevailed in the Midale district when the oil men entered the field. Oldtimers who knew every foot of their homestead acres predicted "They'd never dig deep enough to strike oil." Those who

beckoned to these prophetic words were granted when the Shell Oil Imperial Oil and other large companies offered the land owners ten cents an acre thereby making the oil companies the right to drill in the land. If it was discovered the farmer retaining he owned his mineral rights would retain an additional right. Since we know what nature's underground wealth would reveal the price offered was considered a fair one from both the farmers and the oil companies' point of view. A few years later when the first successful oil well was drilled and some profits were reflected several companies interested to have paid \$750 an acre. Thus when we speak of fortunes a wheel brought success at one spot the same amount of energy, money and hard labour spent at other locations brought in not one vestige of oil.

Oil was discovered at Madala in the spring of 1953 when the Shell Oil Company Ltd brought in the first oil well on Frank Stodolinski's farm. S.E. Sec. 15, Twp. 6, Rge. 10, W. 2nd. Today approximately eighty wells capable of production have been brought in. The present defined area of the field consists of some eight sections. The companies which have operated in the field include Shell Oil Co., Imperial Oil, Imperial Oil, Hook Oil, Sobeys and Suncor Petroleum Co. It is reported that in one 12-acre independent section the production is running up to 120 barrels a day although the Agassiz area, Madala section, is being produced from 25 and 28 sections. From a number of other oil fields the same aspect on oil development in Saskatchewan has resulted a common figure and that is that the production of the same is not as great as greater amounts will be spent. From authoritative sources we are advised that by the end of 1960 the production of crude oil will have an estimated value of \$0 million dollars, in this prairie province.

Following the light and discovery by Shell Oil near Frobenier Imperial Oil who did considerable exploration work in the Madala field sold out their interests to the Shell Oil Company, moving east to discover the promising fields of Anis, Nottingham, Imperial, Highland and Streaman.

The Shell Oil Company Ltd is now transporting crude oil daily from the Madala area to the Northwestern Refinery at St. Paul, Park, Minnesota. Tank cars are loaded at the Madala siding and shipped via the Soo Line of the C.P.R. The Northwestern Refining Company is the first refinery in the St. Paul area to process Canadian crude oil.

Natural gas development has been closely coupled with oil development in Saskatchewan. The rapid utilization of this premium fuel in each year bringing the services to more Saskatchewan communities.

Beginning in 1953 natural gas systems were extended to Saskatoon and intermediate points. In 1957 the system was extended to Prince Albert. On the programme for 1958 are North Battleford, Moose Jaw and Swift Current. Regina is scheduled for 1959 and from that point on to the other urban centres of southern Saskatchewan which will include the Weyburn and Estevan areas.

The past 25 years have witnessed countless changes on the Saskatchewan prairies since a part of the great fur empire of The Hudson's Bay Company and the favourite feeding grounds of the buffalo. The dawn of industrial development brought its searchers from every field who contributed their time and knowledge with valuing generously that we might enjoy a new way of life undreamed of by our forefathers. The successful culmination of his quest is the searcher's badge of merit and he asks for no higher award.

HOTEL FRANCES



MORRIS WOŁOŠYŃ
Phot. artist

★ MIDALE'S OIL CENTRE HOTEL

Your patronage is appreciated

MIDALE, DIRECTORY

Population: 430

A post office and incorporated village in Sec 32, Twp. 3, Rge 11, W2nd, in Moose Mountain Dominion Electoral District South-Eastern Provincial Electoral District, Estevan Judicial District and Regina Land Registration District, Municipality No. 38 on the Soo Line of the C.P.R., 27 miles northwest of Estevan and 27 miles southeast of Weyburn on Highway No. 38 (blacktop) connecting with No. 38 Minneapolis-Moose Jaw. This highway connects with No. 6 at Corlaine for Regina, 28 miles north. Midale has C.P. telegraph and express, Saskatchewan Government local and long distance telephones, four churches, Lutheran, United, Baptist and Church of God, good public and high schools; an addition was made to the public school in 1949, some 300 pupils attend this school, there are seven teachers. Midale has the largest rural school in this unit. The R.M. of Unity No. 38 is located at this point. An 8 bed Union hospital equipped to governmental standards was officially opened in 1949. There are three elevators handling approximately 500,000 bushels of grain annually. The skating rink is

regulation size, with three sheets of curling ice, all under one roof. Midale has Saskatchewan Transportation daily bus service, Regina-Estevan and Regina-North Portal. The C.P.R. gives daily train service connecting with the main line at Moose Jaw. There are several good general stores, an excellent hotel, cakes, garages, hardware, drug store, locker plant, lumber yard and many other places of business to meet the needs of this prosperous district which covers an area of 350 square miles.

RESOURCES:

Grain growing and mixed farming. The soil in this district is a clay loam well adapted to the growing of wheat and coarse grains. Oil was discovered in 1923, to date approximately 75 wells have been brought in capable of production.

VILLAGE OVERSEER—E. H. Kramer

VILLAGE SECRETARY-TREASURER—
Mabel Padua.

MIDALE PUBLIC SCHOOL BOARD.

Chairman—Arthur Hultgren,
 Secretary-Treasurer—Mabel Tidale.
 Board Members—Norman Anderson,
 Mrs. Paul Morton

R. M. OF CYMEL No. 36.

REEVE—Ira Hartman, Secretary Treas.

G. A. H. Molberg

COUNCILLORS—J. W. C. McLeod, Roy
 Geske, Arthur Causon, Harry Flood-
 ing, Edwin Meyers

MIDALE UNION HOSPITAL BOARD:

Chairman—Peter Hultgren

Secretary-Treasurer—G. A. H. Molberg

Board Members—J. W. C. McLeod, Roy
 Geske, Wm. G. Mainprize, M.D.

CLUBS AND ASSOCIATIONS

Canadian Legion B.R.S.L.—Kenneth
 Armstrong, President

Midale Board of Trade—Peter Kristen-
 sen, Secretary-Treasurer

Achen Dolores Mrs. siddy Armstrong's
 General Store

Achen M. M. electrical contractor

Anderson August farmer

Anderson David N. farmer

Anderson Norman J. I. Case Farm, Inspt.
 dealer

Archibald P. S. genera. merchant (Red &
 White Store)

Archibald Christine Mrs. of R. & W. Store
 Armstrong Kenneth (Part) Armstrong's
 General Store

Armstrong Melbourne A. gen. merchant

Armstrong Thomas CPR station agent

Baker Peter retired village handy man

Barker Paul H. principal Pub & High Sch.

Beaver Lumber Co. Lt. G. H. Morris mgr.

Benning Clifford farmer

Berndt Paul, retired

Bouchard Gerald cat. oper. RM. of Cymel
 No. 36

Bromstad Dorothy Mrs. widow

Bromstad John farmer

Bunae Lawrence carpenter

CPR Station agent Thomas Armstrong

Carlson Edward painter and decorator

Carlson Gordon radiobrician

Carlson Helen laundress Union Hospital

Carlson Leonard oil field worker

Church of God Rev. Willis Paton, pastor

Crawshaw Anne Mrs. board and rooms

Dairy Nook Ernest Verova operator

Draper A. C. retired

Draper Elder farmer

Draves Edward farmer

Draves Lena Mrs. retired

Dromboski Ernest oil well serviceman

Duffie Ruth teacher Pub. School

Dunham Everett T. truck driver Co-Op

Dziadoski William section man CPR

England H. Lizzie Mrs. widow

Eide Jonette Mrs. widow

Emde Iner cook Union Hospital

Folmer E. A. Rev. pastor Baptist Church

Erickson Alfhus Mrs. retired

Erickson Alfred dairyman

Erickson Arvid retired

Erickson Theodore clerk Armstrong's

General Store

Fagerholm Hans carpenter

Federal Grain Co. Ltd. Keith Houghtling

agent

Flury Marie Mrs. widow

Fossam John mail carrier

Frances Hotel Morris Woloshyn prop.

Gingras Henry cat. oper. RM. of Cymel

No. 36

Garard Eva Mrs. housekeeper

Grisdale C. N. druggist

Haave E. B. R. Rev. pastor Lutheran Ch.

Hanna Emil sand and gravel contractor

Hanna Esther agt. Sask. Govt. Telephones

Hardy George dist. dep. Weyburn Secord's

Farm Lands

Harlos William oil field worker

Hatcher C. H. genera. merchant

Marques Store

Hauglum Carl farmer

Hauglum Carl Mrs. oper. Sask. Govt. Tels.

Hauglum Isaac farmer

Hjorth Mabel teach. Pub. School

Hjorth Ralph farmer

Hosam Botoif retired

Holtz A. G. labourer

Holtz Carl retired

Houghtling B. E. Coal & Wood merchant

Houghtling K. L. agt. Federal Grain Co. Ltd.

P. M. KRISTENSEN

MIDALE, SASKATCHEWAN

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Hughes Gary service man J I Case Impl
 Hultgren Arthur farmer
 Hultgren Peter farmer
 Hultien Mabel Mrs widow
 Idle Harold town waterman
 Jacobson Arland farmer
 Johnson Joseph section man CPR
 Jonsdome Joan Mrs nurse RM of Cymrl
 No 36

Jordan Elsie gen duty nurse Union Hosp
 Keller Susan general duty Union Hosp
 Knevelsrud Herman retired
 Kolbe Loren dray and transfer
 Kramer's Locker Pll Lorne Kramer mgr
 Kramer Lorne mgr Kramer Locker Pll
 Kramer & Rosengren Agencies
 Farm Implements

Kristensen P M BA Bulk Sales and agent
 Wawanesa Insurance
 Lake of the Woods Milling Co Ltd
 J A Pollock agent

Larson Albert farmer
 Larson Louis retired
 Lee Andrew foreman egg candl'g station
 Leggett Frank oil field worker
 Lepick Joe battery oper BA Oil Ltd
 Lindholm Signe Mrs widow
 Lindquist S A garage owner
 Lockhurst Stella Mrs widow
 Lockwood E F agt Impl Oil Bulk Sales
 Lutheran Church Rev E B A Haave
 pastor

McGregor Keith farmer
 McKenna Transportation Co (Truckers)
 Magnusson Vivian Postmstress
 Manpreiss W G Dr physician & surgeon
 Maskey J E retired

Martinson Motors Rmd Martinson prop
 Martinson Earl retired
 Martinson Mart's farmer
 Martinson Woodrow farmer
 Melton Leonard labourer
 Messer Vincent farmer
 Messer Vincent Mrs oper Sask Govt Tels
 Meyers Aida electrician
 Meyers Leshe trucker
 Meyers Rubin L Mrs housekeeper

Middle Baptist Church Rev E A Estner
 pastor
 Middle Co-op Association
 Middle Memorial Rink
 Middle Union Hospital Wm G Manpreiss
 MD

Miller Henry caretaker Union Hospital
 Miller James clerk Red & White Store
 Mitchell Ralph general merchant
 Molberg Anna Mrs widow

MOLBERG GEORGE A N

Sec'y Treas RM of Cymrl No. 36
 Molary Public Insurance, Real Estate
 Conveyancing Phone H. Res 84
 Molins L W oil field worker
 Morris O H mgr Beaver Lumber Co Ltd
 Morton Estelle Mrs (RN) general duty
 Union Hospital

Morton Paul C John Deere Implt dealer
 Moser M A barber
 Mossing Ruth agst cook Union Hospital
 Muller Olga RN gen duty Union Hosp
 Nelson Melvin farmer
 Newman Adam vice principal Pub and
 High School

Needby Clara Mrs teacher Pub School
 Needby Thorger caretaker Pub School

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 Phone LA 2-3677

Olsen Axel carpenter
 Olson Fred retired
 Ottland Hilda Mrs widow
 Paton Willis Rev pastor Church of God
 Pawlyk Anthony beer parlour attendant
 Note Frances

Pawlyk Mike prop Frances Cafe
 Peterson Alice Mrs oper Sask Govt Tels
 Peterson Caroline Mrs housekeeper
 Peterson Clarence W oil field worker
 Peterson Esther Mrs retired
 Peterson Gustave retired
 Pollock John agent Lake of the Woods
 Milling Co Ltd

Postmistress Vivian Magnusson
 Price Wm J mar Schlumberger Well
 Surv Corp Sask Div
 Pate Spot Cafe
 Rosengren John Mrs widow
 Rosengren Norman Massey Harris Farm
 Implement dealer
 Rosengren Walter trucker

R.M. OF CYMRU No. 36

George A. H. Molberg, Sec'y Treas-
 urer, Phone 27
 Selonka William section foreman CPR
 Saskatchewan Govt Telephones Esther
 Hanna chief operator
 Saskatchewan Pool Elevators
 Roy A Wilkie agent

P. S. ARCHIBALD

MIDDLE SASKATCHEWAN

A Red & White Store
QUALITY GROCERS

Phone 41

Schmitts C E welder
 Schlumberger Well Surveying Corp
 (Sask Div Wm J Price mgr)
 Schmidt S R farmer
 Schneider Nick dairyman
 Shell Oil Company
 Sheldat Arthur board and rooms
 Simms Frank truck driver BA Oil Ltd
 Sjodin Emma Mrs widow
 Smith Floyd retired
 Sorafian Otto retired
 Speer H P hardware merchant
 Stabenow Gustave retired
 Stolt James cat oper Dept of Highways
 Swanson Alfred retired
 Swenson Emil agt Sask Govt Insurance
 Syreene Aural beer parlour attendant
 Frances Hotel
 Thadac Bertha Mrs widow
 Thadac Mabel secretary treasurer
 Village of Midale
 Toben Ted oil field worker
 Torgerson Elvin farmer
 Torgerson Oliver prop rooming house
 Towne Lloyd partman Massey Harris
 Farm Implements
 Wodin Andrew retired
 Wodin Emma Mrs teacher Pub School
 Wodin R A farmer
 Westerberg John Mrs widow
 Wilkie Blanche Mrs teacher Pub School
 Wilkie Roy A agt Sask Pool Elevators
 Wolashyn Morris prop Hotel Frances
 United Church of Canada (non-res pastor)
 Young William section man CPR
 Zichl Henry farmer

HISTORICAL

The history of Midale dates back to the year 1893 with the arrival of Rev Olaf Sutherland of Alexandria, Minnesota, Andrew Westman of Wheaton, Minnesota and Olaf Wodin, of Rutland, North Dakota.

Prior to this time Sec. 22, Twp. 5, Rge 11, W 2nd was designated on the C P R maps as the Halbrite and Macoun Siding. The Sec Line was completed in 1899, but with the exception of Estevan and Weyburn, little progress had been made in solving the problem of settlement on this line, consequently the Halbrite and

Macoun Siding had neither water tower section house nor station. The founders of Midale stepped off the train and watched with dismay the last wisp of smoke dissolve, as the train disappeared in the distance, leaving them stranded in a solitude so vast, they were filled with doubts and fears as to the wisdom of their choice. Reverend Sutherland with his usual optimism, left the future in God's hands and started out in search of pasturage for the livestock. Thus, without any fanfare, but with considerable grit and determination these first three settlers founded the village of Midale, District of Assiniboia, Northwest Territories.

Peter Hultgren, present chairman of the Hospital Board and a pioneer settler of the district describes the procedure used in bringing out settlers' efforts under the Homestead Act. Provisions had been made to procure railway cars at greatly reduced rates, one half the car provided room for four head of horses and four head of cattle with a corresponding amount of space left for feed. The other half of the car was carefully loaded with lumber tools barbed wire and posts for fencing, farm implements, household goods and food supplies. One of the party was selected to carry the Bit of Lading, he rode in the caboose and fed and watered the livestock at various points along the way. Arriving at their destination, their first task was to locate pasturage. The railway officials accommodating the newcomers in every way possible, usually left the empty car on the siding to be used as sleeping quarters the first night.

Locating their homesteads posed quite a problem and many unique plans were figured out. Some of the settlers tied a piece of cloth to the wagon spokes, two men would then start off together with a team of horses. The driver, compass in hand would drive in the direction designated by their homestead maps, the other man counting the turns of the wagon wheels until the distance of a mile had been reached. This necessitated a search for the mound which marked the corner of the section when located.

NORMAN D. ROSENGREN

MIDALE, SASKATCHEWAN

MASSEY HARRIS-FERGUSON

PARTS, SALES & SERVICE

'FROM COAST TO COAST MASSEY HARRIS OFFERS MOST'

they left a more conspicuous marker as a road sign, repeating this process each successive mile until their homesteads were located. In this manner prairie trails were started in every direction throughout the district.

Returning to our first three settlers who devoted so much time and energy to the development of this community it is doubtful whether either Andrew Westman or Olaf Wedin would have seriously considered this "wild goose chase" to the District of Assinibou had it not been for the persuasive eloquence of Rev Olaf Sutherland who cut out press notices recounting the advantages of settlement in this prairie wheat belt and brought them newspaper clippings describing the excursion trains which were bringing up settlers by the thousands. He pasted glowing word pictures of the enormous yields of the famous No. 1 hard wheat and not least was the gift from the Canadian Government of 160 acres in homestead land donated to men of 18 years of age or over who were willing to pay a ten dollar registration fee and comply with the regulations of the Homestead Act, which were made fairly elastic. A homesteader could secure title on his homestead while living on purchased land at a preferred loca-

After locating their homesteads the founders of Midale proceeded to build a general store. Olaf Wedin was appointed first postmaster. They named the place Midale as a tribute to Dr. R. M. Mitchell of Weyburn, who never failed them in an emergency and Ole Dale whose land adjoined the townsite. At that time the three partners, Sutherland, Westman and Wedin gave their own partnership the firm name of the Midale Mercantile Company. Midale's first station was a box car sent down by the C.P.R., Wilkes was the first agent.

Reverend Olaf Sutherland with his congenious enthusiasm wrote back glowing accounts of their progress to various localities in Minnesota and the Dakotas, which brought out many new and settlers. John Lundstedt built the first livery barn which did a thriving business taking

prospective settlers on location trips, new arrivals opened a restaurant and a rooming house. On October 29th, 1900, the Midale Baptist church was organized with eighteen chartered members, the first services were conducted in the various homes with Rev Olaf Sutherland as first pastor. With his aptitude for organization, plans for a new church were drawn up and the building completed four years later (1907). This, then was the fulfilment of his dreams, nay the finest of building material could be used in this sacred edifice, the finished product was indeed a credit to the community and is still adequate to house its present congregation. The first school having been sold to the Weyburn Security Company became Midale's first bank, with Charles Johnson as manager, he brought in the first Overland car in 1911. The Canadian Investment Company built the first lumber yard installing Andrew Weyman as first manager.

Dr. Eugene Douglas was Midale's pioneer doctor, his practice was taken over by Dr. H. W. Scott of Estevan in 1904, while Dr. Scott's brother served the community as dental surgeon.

In 1903 the Norwegian Lutheran church was founded, their first pastor Rev G. B. Saunders. In 1903 H. A. Westergaard at that time Norwegian Consul with office at Estevan, donated the first Norwegian church to the parish.

Each year brought in new settlers to the famous Soo Line and with bumper crops being recorded, every indication gave promise of a thriving grain growing district.

The first elevators were the Johnson Elevator, the Lake of the Woods Milling Co. Ltd and the Farmers Elevator Company. Bert Houghling was employed as first agent for the Farmers Elevator Company, which was taken over by the Federal Grain Co. Ltd. He was to retain his position as agent for a period of forty-five years, when he resigned in favour of his son Keith, present agent for the Federal Grain Company.

Olaf and Andrew Wedin bought out the Midale Mercantile Company, building a

DICK BOND LIMITED

Oil Field Construction

EDMONTON, ALBERTA

MIDALE PHONE: 61-24

new general store which became known as Weda Bros. At the death of Ole Weda in 1906, the business was carried on by Andrew Westman until 1909 when it became a McBrides Store and is today owned by the former manager of McBrides, M. A. Armstrong.

M. A. Moser, Midale's well known barber, purchased the former Midale Mercantile building and opened a restaurant.

John L. Anderson from Alexandria, Minnesota, became Midale's first blacksmith.

Nature's blueprint of the prairies included neither bush nor tree, only buffalo grass and small wild flowers were allowed to break the stark simplicity of its pattern. Consequently any idea of having the village smoky "under a spreading chestnut tree" as suggested by Longfellow, had to be thrown out the window. Nevertheless, as close his location with an eye for business, the spot selected for his outdoor forge was none other than the very centre of main street. A violation of the bylaws which would undoubtedly be frowned upon by the town planning committees of 1957 but it suited his needs and from this vantage point he worked long hours sharpening plowshares and shoeing horses for the entire country side, while the farmers did their trading in the nearby stores, awaiting their turn at the forge.

Fifty years ago social activities included such things as basket socials and debating societies, generally held in the various schools scattered throughout the district. The baskets were the main event of the evening, decorated with fancy tissue paper and beribboned bows. On opening these baskets they were found to contain a lunch well worth the cost of the baskets, which were auctioned off to the highest bidder; naturally the gentlemen did the bidding and the fair lady who had spent her time in making the basket a worthy contribution to the evening's entertainment, became his partner. Before the baskets were auctioned off a debate on subjects of interest to that day and age were entered into

with spontaneous enthusiasm. Sides were chosen and the leaders selected a favourite topic such as "Which is man's best friend the horse or the dog?" This was a poser and no doubt about it, but from authoritative sources we find the argument was finally settled, the horse instead of the dog was to be considered man's best friend! This conclusion of an old argument sounds most reasonable, as the horse did all the work, while the dog admittedly a slack worker spent his time chasing rabbits along the fence, thus he was given the merit of being man's most faithful friend.

At the turn of the century to be a good horse shoer was a very worthy ambition. Indeed, the village blacksmith was an important factor in the community. He made good money, was honest and reliable, served on the Village Council and the School Board, donating generously to church societies and various community enterprises. You could depend on him to know which way the wind was blowing politically, as the sparks which flew from his forge had a singular attraction for those with an idle hour to while away, gathering like bees around a honey pot, they watched him work while they discussed the topics of the day. It is regrettable that those halcyon days are no more, but the decline of this friendly era was inevitable. Nostalgic memories are still retained by the old timers who recall the Palace Avery barn, the clydes, the percherons and the thoroughbred horses, which were carried and groomed until their glossy coats shone like shimmering velvet. Perhaps the village blacksmith now has a modern, up to date welding shop of his own, but if so we venture to say he has not forgotten the numberless beauties he has shod at his gleaming forge in the centre of the square.

Nature challenged these "crusaders of the soil" with hot dry winds, thousands of nibbling gophers mosquitoes and endless locs, but gradually an awareness of the beauty of this prairie land became manifest to them in infinitesimal ways. They noted the wild roses which blossomed along the railroad track and the

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PHONE 41

meadow prairie flowers which appeared along the trails. At the close of day the declining sun painted the western sky with a myriad of breath taking colours while clear nights brought a display of northern lights which held them spell-bound as they watched these phosphorescent waves of light flash across the heavens and thus the prairies were their magic charms into the very hearts of these new settlers and assimilated within them an allegiance to the land of their adoption. A tree planting campaign was started and soon hundreds of tender saplings were thrusting their roots down deep into the virgin soil, some succumbed to the frost and the blizzards of winter, but the sturdiest survived. Today the wind that swept across a once desolate prairie laid now rustling the leaves on tall trees planted more than fifty years ago by the first settlers of Midale. During the harvest season the gold of the wheat fields and the green of countless groves of trees blend together to form a picture of pastoral beauty.

MIDALE INCORPORATED AS A VILLAGE (1907)

By 1907 the census figures recorded a rapid rise in population and Midale was incorporated as a village, with J. V. Flury, of Flury and Krough, general merchants, elected first overseer.

The Frances Hotel was built in 1907 by Adolphe Lythe, who paid a tribute to his wife by giving the hotel her first name. With land seekers arriving by every train the new hotel became a busy place, with a record of having one of the most popular bar rooms of the day.

In 1909 the Rural Municipality of Cypress No. 36 was organized. Olaf Sutherland became the first Reeve of the Municipality and Andrew Westman the first Secretary-Treasurer. In 1909 the first rural telephone line was completed and the first long distance telephone calls came through Harry E. Koch's drug store. After 1911 both rural and long distance telephone calls were handled at the newly built telephone office, with John Evans as first operator.

In 1907 a new C.P.R. station had been built and in 1913 H. L. Egland took over as station agent, holding this position until his retirement in July, 1944, when the present agent T. H. Armstrong was sent down to fill the vacancy. H. L. Egland will long be remembered by the citizens of Midale, an active community worker, he was instrumental in bringing the first Co-operative Creamery to Midale in 1925, while it has now been discontinued, for many years it served the farmers of the district as well as the Village requirements. H. L. Egland was active on the hospital board and first chairman of the Lutheran church, also a charter member.

In 1914 the Saskatchewan Pool Elevator was built, the first electric light plant was purchased in 1911 with R. J. Echal as first operator, in 1915 the Saskatchewan Power Corporation secured the franchise. The Church of God was organized in 1914 and that same year the local branch of the Canadian Legion B.E.S.L. was organized.

In 1919 the Memorial Rink was completed, here the hockey players gather as well as the curlers. The rink was built for regulation hockey with three sheets of curling ice. A lunch room, hockey dressing room, a large waiting room and an up to date heating plant. The Midale rink can hold its own with any other rink along the Soo Line, built at a cost of \$45,000, and fully paid for the citizens of Midale are justly proud of their recreation centre.

MIDALE UNION HOSPITAL

Midale's new Union Hospital was officially opened March 7th, 1949. The Hon. T. C. Douglas, Premier of Saskatchewan, cut the ribbon and was guest speaker at the town hall.

In 1949 an Airport building was converted and remodelled into a modern, well equipped hospital, for the citizens of Midale and District. The alteration work was done partly by volunteers and completed with skilled labour. The ex-

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Dr. Wm. G. Mainprize

Midale's
Pioneer Doctor

"Soo Line"

1911 - 1956



MIDALE UNION HOSPITAL



Residence of Peter Hultgren
Chairman of Hospital Board

the interior was remodelled in accordance with hospital requirements and is fully equipped and furnished with every hospital need.

DR. WILLIAM GRHAM MAINPRIZE **Pioneer Doctor of the See Line 1911-1949**

Dr. Wm. G. Mainprize, has been Midale's doctor and the mainprize of every worthy endeavour which has been promoted in the district since the year of his graduation from Toronto University in 1911.

His father was a Yorkshire Englishman, his mother a United Empire Loyalist, from Pennsylvania. The first Mainprize to settle in Canada obtained a land grant of 100 acres, which in the early 1890's was considered a suitable piece of land. They cleared the land, tilled the soil and garnered their harvests in the good old fashioned way, hay was cut with a scythe and their grain crushed with a flail. Dr. Wm. G. Mainprize was born in 1898. His elementary education completed he decided to break the family tradition, choosing to win his medals in the field of medicine.

Completing his studies in 1911, at the age of 22, he accepted an invitation to visit his uncle Albert Mainprize, who had located a homestead in the Auburn District near Alameda, Saskatchewan. Dr. H. W. Scott, of Estevan, having advertised his practice at Midale, found just the right person to fill this vacancy in young Doctor Mainprize, who lost little time in purchasing a new Model T Ford roadster and moving to Midale, which at that time recorded a population of 120. He learned that Midale's first doctor had been Dr. Eugene Douglas, followed by Dr. H. W. Scott, since that time Dr. W. G. Mainprize has covered the ground single handed, chalking up unbelievable miles on his speedometer, travelling through mud, sleet and blizzards to call on his patients in this large district.

Previous to 1949 there was no hospital nearer than Weyburn or Estevan, only maternally homes at Halketts, Macoun and Tongray. The new Union Hospital at Midale built in 1949 brings to consummation a work of forty-five years standing. Now that this compact, twelve bed hospital, equipped to Governmental standards is completed, Dr. W. G. Mainprize is content, tucked away though it may be, between Estevan and Weyburn, to fulfill a long felt need and the doctor and his competent staff of graduate nurses are kept busy twenty-four hours of the day.

Romance was not precluded from the life of our country doctor, he still found time to partake in the social events of the village, to dream dreams and to build plans for the future which always included the prettiest girl in the village, none other than Helen Wedin, a daughter of Olaf Wedin, one of the original founders of Midale. They were married in 1929.

A call at the Mainprize home meant a delightful chat with Helen's mother, Mrs. Olaf Wedin, who enjoyed recalling events which happened more than fifty years ago. All Midale mourned the passing of this beloved pioneer, at the age of ninety years in the late summer of 1953.

Albert Mainprize at the age of seventy-two still resides on his old homestead in the Auburn District near Alameda, Saskatchewan. Dr. W. G. Mainprize makes a yearly visit east to renew friendships in Ontario, but his taproots have grown deep into the heart of Saskatchewan and he has no desire to change.

M. A. MOSER—Pioneer Homecraftsman, Barber, Gospel Worker, Caric Collector.

M. A. Moser's miniature museum containing over 12,000 interesting objects collected through the years, has created considerable interest, visitors hearing of his collection arrive from near and far to browse among his curios. The customers may have to wait a bit as he

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Maynard A. Moser MIDALE

● CURIO COLLECTOR

and

● GOSPEL WORKER

★ ★ ★

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Pioneer Barber Shop and Miniature Museum
12,000 Curios in the Moser Collection

climbs a stool to bring down some favourite object or interrupts a shave to hunt up some date which has slipped his memory, but the local customers are used to this and admit he can't be beat when it comes to a shave and a hair cut. Two cases are devoted to 'moustache cups and shaving mugs. "Yes, indeed", he will explain, "up until 1915 a moustache cup was just about the finest present you could give a man", so here they stand neatly labelled and dated, one marked 1855 we find belonged to Frank Rollins' grandfather. Frank Rollins, now retired and living at Estevan, was the first postmaster at Macoun when that village was one of great promise on the Soo Line. Another cup donated by the Ashbaugh family who lived near Haldre, is dated 1879. There is one from Norway brought over by Mike Grendahl in 1905. N. E. Steel sends a fine specimen from the early days at Oxbow. We find J. E. Thornston, Yellow Grass, 1904, C. W. Grisdale, Balcarres, 1904, J. V. Flury, Midale, 1900 and scores of others.

The next case has sad irons or flat irons this collection he advises us is complete with the exception of three types, which so far he has failed to locate. The oldest item in this collec-

tion dates from 1793, made of hand forged brass and was presented to Mrs. Olaf Wedin's grandmother as a wedding present. This pressing iron of an earlier day comes from Sweden. The iron had been handed down from one generation to the next until finally it landed in the Midale nuisance grounds, where it was picked up by one of the Hardy boys who brought it to M. A. Moser.

Perhaps the most remarkable feature of his collection is the case containing old coins. His oldest coin dates back to the days of the Roman conquest and bears the image and superscription of Julius Caesar. The author of an archaeological book on the Stone Age used some of his specimens to illustrate his book. He has in his collection 9 Yuma points and 5 Fulsom points, archaeologists in the United States believe the Fulsom and Yuma points to be 15,000 years old, which would indicate their use in Paleolithic times.

We find Indian porcupine bows made of stone and weighing over 300 pounds with stone pestles for pulverizing the dried buffalo meat.

Stone meal grinders, coffee grinders brought out by the early homesteaders, coal oil lamps, buffalo horns, powder

horns, all types of shot and shell used during the World wars, a large collection of arrow heads found in Saskatchewan. Fish spears used in 1905 in fact this collection seems to contain everything which has been in use since the days of the fur traders and even before that.

Mavnaard A. Moser came to Canada in 1898 to locate a homestead, returning to Ortonville, Minnesota his home town, he made arrangements to bring his household effects and a following spring. In 1904 he recode a momentous ride they took to Weyburn to hear none other than Sir Wilfrid Laurier, it took them two nights and a day with horse and buggy to make the trip, but the outing was pleasant and well worth the effort. In 1907 M. A. Moser started a restaurant and grocery store in Midale, due to a dropped coal oil lamp the place caught fire and burned to the ground, along with it went Woden's General Store, with little fire protection, the fires in the early days of the century were invariably disastrous. Returning to the States, M. A. Moser started barbering, a year later he came back to Midale, taking over the Pioneer Barber Shop and for the past forty-five years has perhaps given more shaves and hair cuts than any one man in the country. He recalls how plentiful antelope and wild game birds were in the early days and what a blessing they proved to be during the years when crops were bad and food was scarce. The Mosers celebrated their 50th wedding anniversary in 1930.

M. A. Moser's gospel work is his own idea and is non-sectarian and non-dominational. His mailing list now covers some 1,000 interested seekers of the truth. All expenses are defrayed from his own business and he tilkes one-tenth of his income for this work.

Sons of the Pioneers

NORMAN HENNING ANDERSON

Norman Henning Anderson, President of the Midale Board of Trade and Farm implement dealer is a son of one of Midale's pioneer settlers.

Henning Anderson was born in Skarsholm, Sweden in 1871, emigrating to the United States in the 1890's he obtained work on John Oscarson's farm at White Rock, South Dakota. With every train taking up settlers from Wheaton, Minnesota and White Rock, South Dakota, to the "Land of Promise" in the District of 4-4-40, it is not surprising that 1897 finds Henning Anderson locating and at Halibute. In three years' time he became a land owner in the Dominion of Canada and in partnership with Fred Nordquist started a hardware store in Halibute. He married Eva Robbison from West Toronto, Ontario, and they returned to farming in 1913, their first home a tar paper shack which they lived in until new buildings could be built. Their four children attended the district school which was named White Rock thus bringing a bit of South Dakota into Saskatchewan. Mrs. Eva Anderson still resides in Halibute with her only daughter Dorothy who is the wife of Roy Barlow at present overseer of the village, and owner of the corner garage near the highway.

Norman H. Anderson of Midale represents the second generation. Born at Halibute in 1914, he attended the White Rock district school, then took over management of the farm until 1930, when he became manager of the Midale Co-Operative store, later in partnership with his brother Ivan they started a farm implement business. He married in 1936 and built a new modern home in Midale. Today the third generation is represented by his three children who attend the Midale public school.

PETER M. KRISTENSEN

Peter M. Kristensen was born in Utyk Nordjord, Norway, June 11th 1888. He is a son of Gustave Kristensen who helped organize the Weyburn Security Bank at Weyburn.

Prior to his marriage Gustave Kristensen had been a mail clerk on the steam ship line. The year Peter was born he moved his family to Wheaton, Minnesota where he took a position with the Peterson Bank.

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MIDALE, SASKATCHEWAN

The land boom which followed the first settlement of the Weyburn district brought up Alex Simpson, Frank W. Murphy, O. H. Hallockson and Joe Morgans from Wheaton Minnesota, who were the original founders of the Weyburn Security Company. In 1910 they incorporated as the Weyburn Security Bank and Gustave Kristensen made his first trip to Canada to help organize the bank. In 1913 he moved his family to Weyburn, Saskatchewan. He was superannuated in 1931 when the Imperial Bank took over. His death occurred six years later in 1937. Peter's mother, Mrs. Olga Kristensen, died in 1943. Prier had six brothers and sisters, only one sister, Mrs. Irma Webster, still resides in the Midale district, the others left to further their careers in various parts of Canada.

Peter Kristensen completed his education in Wheaton Minnesota. Years before the family moved to Weyburn, Peter had made his first trip to the famous Soo Line working at Halbrico, where he became interested in home steading. Returning to Minnesota he received the parental blessing on his new venture and on his next trip in 1910 secured land at Scotsguard which is on the Canadian Pacific Line from Assiniboia to Shaunavon via Scotsguard. In those days Shaunavon was called Shen Avon. This line was completed in 1913.

Forty-two years ago in 1913 the illness of a friend at Midale was to make a complete change in the plans of Peter Kristensen. Outensibly his first trip to Midale was made as a friendly gesture to his friend in order to help him out for a period of not over six weeks. The year 1936 finds him still in Midale. For

a period of ten years 1913-1923, he rented a farm, then took a course in the Weyburn Business College, yes you are right, he returned to Midale where he opened an Insurance office and took over the Tri-ling American Oil dealership.

Peter M. Kristensen is secretary-treasurer for the Midale Board of Trade, Past Master of the Halbrico Masonic Lodge No. 59, and a staunch booster for the Midale curling rink.

GEORGE A. H. MOLBERG

In 1900 the Rural Municipality of Cyreni No. 36 was organized with Andrew Westman, one of the original three founders of Midale appointed secretary-treasurer.

In 1905 Samuel Molberg arrived in Midale and became manager of the Canadian Investment Company. Born in Sweden, Samuel Molberg emigrated to the United States in the 1890's, he married Anna Wik of Norbeck, South Dakota and the young couple moved to Canada shortly after their marriage. Previous to his death on January 6th, 1953, the Molbergs had celebrated their Golden wedding anniversary. Mrs. Anna Molberg still resides in Midale.

Some six years after the R.M. of Cyreni No. 36 was organized, Samuel Molberg was appointed secretary-treasurer for the Municipality (1914), and since that date this position has been held by a Molberg for a period of forty-one years. Samuel, Molberg, Sarah Molberg and G. A. H. Molberg.

George A. H. Molberg a son of the



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late Samuel Molberg was born in Midale December 4th, 1847. He attended the village school and the pattern of his life was moulded by these norra peace loving pioneers of the prairies. He married Alfhild Claybo of Oumgre Saskatchewan. In 1881 and that same year became secretary-treasurer for the R. M. of Cynuri No. 24. His father having retired after twenty-seven years of service. During the last war George joined the Pay Corp at Regina, his father taking over the R. M. office during his absence.

The George Molbergs have two sons, Gary and Brian, who represent the third generation of the Molbergs in Canada. They live in a lovely rambling home shaded by trees planted by the pioneer, a profusion of flowers and space-grounds with neatly clipped hedges make this one of the attractive homes of Midale. George Molberg is treasurer of the First Baptist Church, superintendent of the Sunday school and secretary of the Agricultural Conservation & Improvement Committee.

PETER HULTGREN Pioneer Settler. Chairman of the Union Hospital Board.

Peter Hultgren was born May 18th, 1865, at Smoljand, Salago, Sweden. At the age of seventeen Peter was reading the Clifford Sifton literature, which flooded the European countries at that time (1902), extolling the merits of the District of Assiniboia, in the Northwest Territories, proclaiming it as the land of promise for those wishing to acquire good land at the phenomenal price of one ten dollar bill covering the Land Registration fee on a hundred and sixty acres of land, an additional pre-emption grant could also be filed upon. The requirements for land settlement were made easy, six months residence each year for a period of three years and the breaking of a certain number of acres of prairie sod. At this time Peter had two brothers and one sister already settled at White Rock, South Dakota. Conditions in Europe at that time gave little promise for the future and it was

eventually decided that the rest of the family would fare better if they joined their kinfolk in North America. Thus it came to pass that the Hultgren family took a train to Guttenberg, one of Sweden's largest sea ports, where they earned passage on a boat bound for New York, from there they took a colonist train overland to White Rock, South Dakota. The family reunion was a joyous occasion and it was not long before the entire family enthusiastically endorsed the plan of moving to Canada. They chose Midale as their destination midway between Estevan and Weyburn.

Many of the White Rock people had settled in this district. Three of the Hultgren girls married local farmers and still reside in the Midale district.

In 1906 Peter Hultgren started farming on his own. His first farm implement was a walking plow, which he traded later for a two bottom breaker plow. This was a Massey Harris product and necessitated the use of six horses. His next purchase was a Deering binder and he took his turn having his grain threshed by steam engine threshing crews. Custom threshing was much in vogue at this time and whole districts would have their grain threshed by one outfit. Peter Hultgren married in 1888, only to have his wife taken from them in 1918, the year of the nation-wide influenza epidemic, leaving him with two motherless sons to care for. Nevertheless he carried on, sending them to school and watching the years change them from adolescence to adult manhood and before he knew it they were "courtin'" the girls and making homes of their own.

The depression years puzzled Peter Hultgren. To use his own words we quote "The period of depression was a mysterious something which no one seemed to be able to understand or satisfactorily explain to the average man. It appeared as if those with capital locked up their money in such a way as to make it almost impossible to get back any." It seemed no matter how hard the farmer worked or how much they tried to save, they simply sank

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deeper into this quagmire of debt and discouragement. Things eventually took an upward trend and it is the devout prayer of every farmer that those ten long years of continuous dry weather, with their dust filled days, grasshoppers and tumbling Russian thistles will never return again, to harass the heart of man.

In 1937 Peter Hultgren married the former Mrs. Florence Anderson, they have two daughters, Ferna a recent graduate of the General Hospital, Regina, is now a registered nurse at Seventeen, Marilyn is still attending high school in Midsale.

The Hultgrens have built a modern new home in the village of Midsale, their farm consisting of 640 acres, lies just a mile from the village limits. During the busy season Peter Hultgren commutes from his home in the village to the farm.

Since his arrival in 1903 Peter Hultgren has served the community in practically every capacity. For fourteen years he was Reeve of the R.M. of Cyril No. 36 and the following three years served on the Council.

Since moving to Midsale he has continued his community activities. In 1934 he was elected Overseer of the Village. Since 1949 he has been chairman of the Midsale Union Hospital Board and every one who visits this charming little hospital, surrounded by lovely gardens give considerable credit to Peter Hultgren for the interest he has taken in this project. The same quiet influence has been felt in the Baptist Church which has known him as an active member since 1908. He has served as chairman, secretary, treasurer and trustee. He is also an active member of the Midsale Board of Trade.

PAUL BARKER

Principal of the Midsale Public School is the son of George F. Barker, who arrived in Weyburn in 1904 and worked for the Dominion Land Company. He lived on land near Colgate and now at the age of 19 years has the distinction of being the last of the early homesteaders in the Colgate district. The Barkers celebrated their Golden wedding anniversary in 1953. Their two sons Ross and Paul attended the Colgate school and are well known in the south country. Ross Barker is manager of the Weyburn & District Credit Union. Paul Barker is a graduate of the Weyburn Collegiate and attended the Normal school at Regina. Since 1933 he has been teaching school in various parts

of Saskatchewan. His first school was in the Maverick School District No. 7, Viceroy. Five years he taught at Bat-trum near Swift Current. From 1933 to 1935 he taught at the Lac Qui Parle school twelve miles south of Midsale followed by two years at the Empress School District, Willows. In 1937 he married Signa Grindstad, of Lac Qui Parle and moved to Midsale where he has taught for the past eighteen years. The Midsale public school was built in 1905 with additions made in 1918.

PALMER HANSEN

The Hansens are pioneers of the Lake Alma district, Carl Hansen locating his homestead in 1909. Palmer Hansen was born at Lake Alma and attended the district school. His father Carl Hansen moved to Torquay in 1905 purchasing a section and a half of land. Palmer enlisted with the South Saskatchewan Regiment and served overseas until 1945. On his return home he became an electrician at Torquay until 1949, when he accepted the position of manager for the Co-Op. He married in 1942 and the Palmer Hansens have two sons.

MIDSALE CO-OPERATIVE ASSOCIATION LIMITED—Midsale, 1953

Clarence Trueman, President,

Henry Luedholm, Secretary

April 12th, 1913, the Midsale Grain Growers' Association was incorporated. The farmers of the district decided that by uniting in a body and buying their twine, coal, wood, oil and grease, they would eliminate the middleman and be much further ahead financially. Later the name was changed to the Midsale Co-Op Ass'n Ltd. In 1931 the Co-Op purchased the store they had been renting since 1946. They now handle gas, oils, greases, hardware, coal and wood and C.C.I.L. farm machinery.

M. A. ARMSTRONG—General Merchant

McMourne A. Armstrong is the son of G. W. Armstrong who left Richmond, Quebec, in 1904 to locate in the District of Assiniboia. His first position was with the Begue Departmental Store, Moose Jaw. In 1907 G. W. Armstrong moved to Midsale, Saskatchewan, establishing the firm of Armstrong & Co.,

general merchants. In 1887 Maccoun was considered one of the best towns on the Soo Line. The Haver Land Company from Des Moines, Iowa, bought thousands of acres of land in this locality from the C.P.R. as well as half-breed scrip settlers were brought in from the Mid-western States during the land boom and every one was prosperous. This state of affairs lasted until 1913, when, as in most communities the outbreak of war in 1914 brought to a close this fabulous era. The population of Maccoun gradually declined and the census today list the figures, 173.

McBride took over Armstrong & Co. at Maccoun in 1930, Melbourne Armstrong then became their first manager, transferring to Midsale when McBride opened a store there. He purchased the business outright in 1947. Associated with him is his brother Kenneth, who served with the R.C.A.F. during the Second World War, returning to assume his former position at the end of the war. Kenneth is now married and has four children attending the Midsale school.

M. A. Armstrong married in 1939, has only son, Keith is now studying electrical engineering at the University of Kingston, Ontario.

C. W. Armstrong, Senior, was born in 1871 and now at the age of 81 is spending his declining years at Fort Francis, Ontario, having been married twice, he has left a family of eleven to carry on the tradition of the Armstrongs who were among the first settlers arriving in Quebec, during the early 1800's.

Only four of this large family are left in the west, Roy Armstrong, manager of the Royal Bank Brandon, Manitoba, Raymond Armstrong, representative for the North American Life, Regina, and M. A. and Kenneth at Midsale, Saskat-

M. A. Armstrong is an active community worker and a staunch supporter of Midsale. He has served for fifteen years on the Midsale School Board, he was chairman of the Victory Loan drive during the last war. He is past treasurer of the Midsale Board of Trade, a zealous Red Cross worker and treasurer for the joint United Church Board for Malbric, Maccoun and Midsale.

FRANCOTT S. ARCHIBALD

In 1888 P. S. Archibald established the Red & White Store in Midsale. Fire destroyed the first store and a new modern building now replaces the old one.

Prior to entering the grocery business, P. S. Archibald bought grain for the Lake of the Woods Milling Company at

Virden, Manitoba, 1919-1927. In 1927 he was transferred to Weyburn continuing with the same firm until 1937.

His wife is the former Christine Campbell, of Farming, Saskatchewan.

The first Archibalds to arrive in Canada came from Scotland in the early 1800's settling in Nova Scotia. P. S. Archibald's father, the late Hugh J. Archibald homesteaded in Manitoba around 1878, before the railroad was completed to Winnipeg. He worked with the construction crews prior to locating his land at Elva on the Souris-Estevan branch of the C.P.R. Power farming - in those days consisted of a team of oxen and a walking plow, with the prevalent sod shack for shelter. P. S. Archibald or "Archie" as he is better known to his friends, was born on the homestead in 1884. His father purchased additional land from the C.P.R. and a fine new frame house was built, to have everything modern and up to the minute, they added to their prestige by purchasing the first automobile in the district. This priceless model of the automobile

national Harvester Company and resembled a horseless democrat built high with rubber tired wheels the motorist cranked this mode, from the side. One good feature of those days was the lack of license fees. There wasn't any full-on about license plates in 1905 and 1906, gasoline tax, driver's license, radio license, et cetera, ad infinitum, were all part and parcel of the future. In those days if you had the cash you bought the car and learned to steer and put on the brakes. Changing tires, cranking the machine to make it start and borrowing a pail of water from some farmer to cool off the radiator were mere trifles to the motorist of an earlier day.

"Archie" joined the 8th Canadian Battalion at Winnipeg when war was declared in 1914, they became known as "The Little Black Devils." On their return to Winnipeg, May 7th, 1919, they were given a rousing welcome home and hailed as the conquering heroes. The war ended, Archie returned to Virden, Manitoba, and resumed his work as grain buyer for the Lake of the Woods Milling Company.

H. P. SPEER—Hardware Merchant

The first Speers in Canada settled in Ontario prior to 1850. William Speer was born in Tara, Ontario, in 1887, he married a local girl and became a baker. H. P. Speer now a hardware merchant at Midsale and his sister Eve-

lyn were the only two children in this family. They were born in Tara and the family moved to Roussveau, Manitoba, where Wm. Speer took over the village bake shop. Perc Speer, as he was known, had friends and secured his education in Manitoba and at the age of 18 decided to visit an uncle who had taken a homestead west of Macoun in the District of Assiniboia. As one of their neighbors had a carload of settlers' effects coming west, he shipped a saddle horse, a buggy and three greyhounds in their car. Arriving at Macoun he started out in his horse and buggy with the three greyhounds travelling for two or three miles, as he thought due west, all that he saw in that long trip was one sod shack which belonged to one of the Scandinavians, a few antelopes, several coyotes and hundreds of poplars which darted into their burrows, peering out with inquisitive eyes. But luck was with him and he finally spied a sod shack about three miles from where Goodwater is located today, this belonged to his uncle. He liked the country and decided to locate a claim which turned out to be 14 miles west of the present village of Midale. This was in the spring of 1903 and at that time there was just a sodding at this point, the settlers from the States did not arrive until later that year. Perc lived in a tent during the summer months, returning to Manitoba in the fall. His sister Evelyn came out the next year, to meet her fate in the form of a handsome chap who was teller in the Weyburn Security Bank, they were married and the new residents in San Carlos, California. In his third year his father arrived and in 1906 built the first bag skating rink in Weyburn. It was located where Youngs Distributors now have their place of business on Bourne Avenue. Wm. Speer homesteaded near Goodwater, purchasing an additional half section from the C.P.R. He managed the Weyburn Rink for years. In 1929 the present rink was completed, known as the Weyburn Arena Company Ltd., he managed this for three years and then retired to live with his son at Midale, his death occurred in 1939 at the age of 73.

H. P. Speer was a familiar figure around Weyburn from 1903 until 1919 when he went into partnership with Arthur Stirton a thirteenth, from his old home town in Manitoba. They started the first store in Goodwater, a year before the steel was completed to that point in 1912. While in Weyburn he worked for the Canadian Investment Company and played on the Weyburn Hockey team until 1916. When war

broke out Speer and Stirton sold their hardware store with the intention of moving north but their plans fell through and H. P. Speer purchased a good herd of commercial cattle, numbering around 125 head and started farming. In 1924 he sold out and went into partnership with Arthur Stirton and Edward McIntyre at Midale. Some time later Edward McIntyre sold his share and moved to Vancouver. Arthur Stirton died in 1943 and since that time the business has been carried on under the name of H. P. Speer Hardware. Due to ill health many of his former activities have been discontinued such as curling, tennis, etcetera. During the winter months he leaves for sunny California, returning in the spring to carry on his business.

Arthur Kelly, owner of the Kelly House Estevan which burned in 1906, moved to Goodwater and had a general store under the name of Kelly & Hobbs.

CHARLES RAYMOND GRIDDALE

Griddale's Drug Store was opened at Midale in 1946. The new store was built in 1954.

The Griddales were pioneer settlers of the Balcarres District. Charles Wm. Griddale settled in the District of Assiniboia in 1903, opening a harness and boot shop at Salfoun some five miles south of Balcarres. Salfoun thrived as a settlement until the railway passed them by and made Balcarres the centre of attraction, at which time C. W. Griddale moved his harness and boot shop to the railway point. The Griddales, an old Ontario family, had been established in the harness and boot business in Elgin, Ontario, at Iona station, for years before settlement was thought of in the west.

Charles R. Griddale and his sister Elwyn were born and raised at Balcarres, attending the village school and spending their holidays in the beautiful Qu'Appelle Valley at Kesteven. Charles attended the University of Saskatchewan, graduating in 1936. His wife, the former Fanny Bobber, was a nurse at the Grey Nuns' Hospital, Regina. They were married in 1940 and have one son, James.

1939-1942 C. R. Griddale managed the Lorne Drug Store on 14th Avenue, in Regina. 1943-1945 he became Sgt. C. R. Griddale, Dispensary, Camp Norton Military Hospital. After the war he resumed his position at the Lorne Drug Store, moving to Midale in 1948.

MORRIS WOLOSZYŃ

Born in 1924, Morris Wołoszyn was raised on his father's farm at Kurch. His father, Wasył Wołoszyn, a native of Poland, emigrated to Canada in 1921. After completing his education Morris Wołoszyn joined the R.C.A.F. in 1942. Returning home in 1948 he took over the bulk station for McColl-Fontenac at Wadena, Saskatchewan where he met and married Mary Sowa. They have three children. In 1954 they purchased the Frances Hotel at Midsale. This was built in 1907 and had changed hands many times. The Wołoszyns have gradually renovated the rooms and done a lot of necessary repair work.

Morris Wołoszyn received his diploma in Commercial Art in 1939 and has done some very fine work in this line. His main hobby is his stamp collection. Becoming interested in Philately in 1952, He now has a full quota of Israeli stamps and his Canadian collection lacks only three to make the set complete. His main interest at present is centered on his British Empire and United States collection.

A WORD FOR PETER BAKER

Exceptional is perhaps the word for

Peter Baker who at the age of seventy-five never fails in his self appointed task of keeping the Village of Midsale neat and trim. Rain or shine he gathers up the papers on the street with a splined stick, banks the houses of the widows to keep out the wintry blasts, cleans their walks during the winter months, shovels the snow off the village streets, mends their fences and repairs their clothes lines picks up the mail for practically every one in the main centre and has never asked for a cent of remuneration. "So give to the world the best that you have and the best will come back to you." Surely this has worked in many ways for Peter Baker who has more clothes than he will ever wear out a comfortable room at the Hotel, Frances and his meals are three squares a day. Thus he has lived his life since his arrival in 1903, sometimes working on farms, obstetrical and reliable nevertheless he takes no pay for his work, if the village fathers issue a cheque now and then to square up his board and room, it is done without fanfare, while Peter continues at his self appointed task of being the custodian of the Village of Midsale.

It Pays to Shop at
EATON'S
OF CANADA

THROUGH THE MAIL ORDER CATALOGUES

A word about Halbrite and Macoun

It has been said that Halbrite and Macoun are mere whistle stops between Estevan and Weyburn but Ray Barlow can tell you a different story.

Travelling down No. 39 highway at night you may find only a lighted garage owned by Ray Barlow, Overseer of the Village. If you have time to spare he will tell you the story of Halbrite when his father arrived in 1903. Then he will direct your attention far to the south, where lighted oil derricks are running on a 24 hour schedule. You will note trailer vans and huge trucks loaded with oil well equipment passing along the highway, which is a busy thoroughfare these days, for you are practically in the heart of the oil fields.

Halbrite derives its name from a combination of Hal Bruce & White, surveyors on the Soo line in 1882. The J. H. Haslam home which is Halbrite's oldest landmark, was built in 1906, at a cost of \$18,000. The building material was imported from St. Paul, Minnesota. Oak paneled walls, huge fireplaces and maple floors all speak of days gone by. This masterpiece of the builders' art is now owned by Don Lockridge, a son of Dave Lockridge who home-stayed here in 1903.

J. H. Haslam was President of The Haslam Land and Investment Company. The Haslams were more or less temporary residents of Halbrite with headquarters in St. Paul, Minnesota. They owned their own private railway car making frequent trips to Canada. J. H. Haslam bought land and Indian scrip. His holdings extended as far as Chicago. He owned The Saskatchewan Gas Engine & Motor Company, one of the first automobile agencies in the province. He bought and sold hundreds of horses, his stables at Halbrite were spick and span, coloured grooms brought up from the south carried and groomed his clydes, percherons and thoroughbreds. J. H. Haslam moved to Regina in 1906 and retired in 1919. His holdings at Halbrite were disposed of around 1919.

E. S. Conant & Sons reaped the golden grain and made a fortune at Halbrite, they were settlers from Flinley, North Dakota, arriving in 1903. They located three homesteads bringing with them \$1,000 in farm stock, implements and money. They broke the sod and sowed flax, realizing 1200 bushels from this

venture. In 1905 their record was 15,000 bushels of oats, 3,100 bushels of speltz and 38,000 bushels of wheat. By 1908 Syd Conant had realized \$30,000 on his initial investment of \$3,000. He had 1400 acres of land and bought a general store in Halbrite. In 1908 he built the present King George Hotel at Weyburn, then known as The Waverley.

In 1906 Scramlin & Stewart of Halbrite were influential business men, there were three hotels, Halbrite Security Bankers, in fact every line of business was represented in this thriving village. Approximately 150,000 bushels of grain was shipped out in 1905, which is the average annual amount shipped out today.

MACOUN

The village of Macoun midway between Estevan and Midale derives its name from J. M. Macoun the noted botanist. In the fall of 1903 the only building in Macoun was the section house. By June of 1903 rapid progress had been made. Rollins and Bisset had built a general store, there were two restaurants, two lumber yards, two livery barns and a blacksmith shop. Wilkinson & Skilman were completing their hardware store and A. B. Cushing had carpenters at work on his new hotel which was 30x60', two storey with basement. The tragic fate of this fine hotel is still remembered by the old timers. An explosion occurred in the basement, just at the noon hour when the hotel guests were seated in the dining room. The building was there one moment and gone the next, killing many of the guests. One guest thrown through the window still lives to tell the tale. Frank Rollins was appointed first postmaster. He is now retired and lives in Estevan. The late Howard Patton of Estevan was assistant postmaster in Macoun in 1915. He started a small paper there and handled the mail which was sent out twice a week by stage to Torquay, Outram and other points to the south. Howard's father at that time was postmaster at Macoun.

Frank H. Benson was another early settler of the Macoun District. Arriving in Canada in 1904 from Stevens Point, Wisconsin.

Banks, land companies and other business interests interested in Macoun at that time gave great promise in those early days. It was incorporated as a village in 1905. The land boom and the building boom ended when war was declared in 1914.



BUSINESS INTERRUPTION INSURANCE

Pays in **PROFITS** your business
would have made

Pays out **EXPENSES** that must
continue

While your business is closed due to
fire or some other hazard.

BE SURE YOU'LL BE ABLE TO RE-OPEN

***Saskatchewan* GOVERNMENT INSURANCE**



J. H. "JUN" STAYELEY
Mayor of Weyburn
1957

Industrial City of "The Soo Line"



★ *Wheat*

★ *Oil*

★ *Manufacturing*

Weyburn, Saskatchewan

POPULATION 8,000

Weyburn, incorporated as a city in 1913, is in Assiniboia Division, Electoral District, Weyburn Provincial Electoral District, Regina Land Registration and Weyburn Judicial District, Municipality No. 67, 74 miles southeast of Regina, on Highway No. 39 connecting with No. 6 at Corinne (blacktop).

Weyburn is a thriving and important railway centre at the junction of the Soo Line, C.P.R. and Minneapolis, St. Paul and Sault Ste Marie Railway with the Souris-Arcole, Weyburn-Regina C.P.R. line. Branch lines of the C.N.R. make connections at Weyburn for Radville and C.N.R. points to the south. Trucking service now expedites deliveries of perishable goods throughout Southeastern Saskatchewan, as Weyburn is the recognized distributing centre for the southeastern part of the Province. Wholesale fruit and grocery firms, some with branch offices at Estevan, are now in a position to give daily deliveries to the various communities. As a wheat market, Weyburn ranks high. Weyburn and Regina are the only two cities in the province which have retained their own light and power plants. Waterworks, educational facilities and hospitalization are excellent. The modern homes with their tree-shaded lawns, herbaceous borders and well planned flower arrangements, leave a pleasant memory



SASKATCHEWAN HOSPITAL WEYBURN

"The Lilac City"



WEYBURN COLLEGIATE

with the visitors and tourists who are accorded every courtesy from the residents of this Prairie City

From a 1914 pamphlet, put out by the Board of Trade more than forty-two years ago, we note the following "It is of interest that a flow of natural gas has been struck within 18 miles of Weyburn, and it is quite within the realms of possibility that natural gas in large quantities may be forthcoming." Today that prophecy of more than forty years ago has become an established fact and oil wells are now being brought in at different localities in the Weyburn area. Black streams of gold now bid fair to rival the golden harvest of wheat, which brought out settlers by the thousands fifty years ago.

1957 BUILDING PROGRAM

New homes, manufacturing plants, schools and public buildings indicate a cycle of expansion in Weyburn, a new \$300,000 Federal Building is now under construction, designed by Storey & Marvin, Architects, of Regina Saskatchewan. The structure will be of brick and stone, designed in the modern style. Besides the post office, additional office space will be provided for various departments of the Federal Government.

Lam's Beverages, under contract with Coca-Cola Ltd., is recognized as one of the most modern and best equipped plants of its type in Saskatchewan.

Western Wire & Cable, of Vancouver have recently opened a new plant for the manufacture of wire and cable. Central Leduc has established a field branch at Weyburn. A new trailer court is under construction, a new public school has recently been completed at a cost of \$85,000 and a new separate school which cost in the neighborhood of \$96,500.

Weyburn, with plenty of room to expand in every direction, is ideally located for factory locations, thus manufacturing will undoubtedly be the keynote of its future expansion.

THE R.C.M.P.

Weyburn's law and order are secure in the hands of the R.C.M.P. with a multiple detachment located at this point. City, rural and highway patrol—Sgt. S. F. Cunningham in charge.

A North West Mounted Police station was opened in Weyburn in 1902 with Constable Larry Lett in charge. While criminal work takes up a large share of the attention of the police, they also perform very useful work in other directions. During the early days of homesteading they co-operated very effectively with the Department of Immigration, especially during the years when the new agriculturist had many difficulties to overcome, inexperienced in the art of farming, crop failures caused financial difficulties in the Saskatchewan and Alberta districts, food and fuel were lacking. The N.W.M.P. undertook to visit all settlers over this area, looking after their needs. This meant spending long hours in the saddle, as these investigations were carried on during the bitterest weather. Too much praise cannot be given them for their courage and diligence in completing this arduous task. As a protective and repressive force, these famous Red Coats of the Plains have no equal.



WEIBURN SWIMMING POOL — A YOUNG FELLOWS' PROJECT

WEIBURN'S



YOUNG FELLOWS CLUB
ESTABLISHED 1922



WEYBURN YOUNG FELLOWS' CLUB

Founded by the Young Men of Weyburn in 1922

1957 President Archie Ledingham, Sec.-Treas. Alex Miles.

EVERY DAY A CHRISTMAS. For the past 32 years the City of Weyburn and its townspeople have been the recipients of more than \$60,000 made possible by the untiring efforts of the Young Fellows' Club, strictly a home town project and proud of the fact that not one cent of this amount has been raised by subscription.

The club was founded May 18, 1922, when a few of the younger members of the community decided to cement their relationship more closely by forming a local club which would enable them to serve the community as well as providing a nucleus for their social activities.

The first luncheon meeting was held in the Car Cafe May 25, 1922 when 24 charter members were in attendance. Don J. Mitchell was elected first president, James Hamilton secretary, Bert Reimer treasurer and the executive committee was comprised of Dr. J. E. McCallum, H. Mergens and F. Fredericksen. Maroon and gold were chosen as colours and the motto "We serve" was agreed upon with membership to be limited to forty members in the age group of 18 to 40. Keeping the membership down would enable each individual to become better acquainted with fellow members.

Immediate steps were taken to assume an active interest in community affairs and in the past 34 years the Young Fellows' Club of Weyburn has shown a remarkable record. Time nor space do not permit a complete list of activities but among the various projects we find the building of the present Sports Park, furnishing the Children's Ward at the Union Hospital, assisting with the War Memorial Park, sponsoring the local Cadet League, providing beach equipment for Coronation Park, supplying the Wall Shape Trophy for Class B baseball, making a liberal donation to the Skirmers' Hospital for Children and countless other projects of similar nature. Over and above their financial contributions to the advancement of their city, they provide entertainment in various forms on civic and national holidays, advertise the City of Weyburn, sponsor youth training and co-operate wholeheartedly wherever their services are needed.

Listed among their past and present members we find those who were or have since become doctors, lawyers, civil engineers, electrical engineers, teachers, chartered accountants, druggists, bankers, optometrists, chiropractors, merchants and government officials. The Honourable T. C. Douglas, Premier of the Province of Saskatchewan, is a past member of the Young Fellows' Club, and the present Mayor of the City, J. H. Stavely, is a past president. Eight members have served as City Aldermen.

With such a record it quite naturally follows that approaches have been made periodically by national and international bodies seeking to have the Young Fellows' Club amalgamate with their various organizations, but a unanimous "no" has been the decision of the members whenever the subject is broached, as they prefer to retain their own identity.

Lovely Irene Salemka



Weyburn's "Cinderella Girl", Irene Salemka, is one of Fortune's Favourites. Gifted with a magnificent voice she chose as her career to find a pathway to the stars.

Years of arduous study was climaxed in 1956 by a successful debut in Switzerland, where she won the hearts of a packed house with her first aria. During the past season she has made further conquests as leading soprano in The Basel State Swiss Opera, followed by guest appearances in Berlin, Baden-Baden and Stuttgart, Germany.

GUMBO and LILACS

WEYBURN

1899 - 1913

In surveying the original townsite for Weyburn, the C.P.R. chose a slough as it was useless for farm land, consequently the early settlers waded through mud during the rainy seasons and slush when the winter snows began to disappear. With the installation of drainage systems this problem was greatly reduced, but even so the spring of the year still finds the gumbo vying with the lilacs of Weyburn for supremacy. In 18.5 money circulated freely and at that time the City Fathers put into effect an elaborate town planning scheme which included the planting of trees and ornamental shrubs. The lilacs survived the wintry blasts and today lilac time transforms the city of Weyburn into a colorful oasis, as these delicate buds burst into bloom, the prairie air becomes liberally saturated with their fragrance.

The town site is divided by the Souris River, which at this point flows south-east. According to C.P.R. records the name Weyburn is derived from the "Wae Bourne" or Souris River which a Scotsman hailed with delight long before the settlement became a reality. Those opposed to this version will inform you it was named after a man named Weyburn, a brother-in-law of the contractor who graded the Soo Line of the C.P.R. This possible explanation certainly lacks the charm of the "Wae Bourne" version. Nevertheless it seems to be a toss-up as to which is correct.

The Soo Line (Minneapolis & North Star Marie) was located and staked by the engineers from the international boundary to Pasqua in 1892. The line was completed from North Portal to Pasqua, Sept. 24th, 1892. The first shipment out of Weyburn was a carload of buffalo bones. In the fall of that year the first Weyburn station was built.

The land surveyors had completed their work in 1892, but little interest had been shown in this virgin wilderness, south of the main line. The first homestead entries in the district were made by Wellington E. Pawley and Wm. H. Hunt, 1893, Henry J. Powley and Peter Wilton, 1893, Alexander Perry, Robert Scott Tate and John Tate in 1894. The first papers issued from the Alameda land registration office were for Wellington E. Pawley. Glen Caguet arrived from Ralph around 1895 to take up his duties as section foreman east of the townsite.

The Henry Powleys and their son, Len, lived with him in the old station during 1897-1899. J. K. Obyrne became section foreman west of the townsite in 1898. In 1899 he became Weyburn's first butcher. Wm. H. Hunt was appointed postmaster in 1895, as the above mentioned settlers were the only ones who received mail, this thriving business was carried on from his homestead on the bank of the Souris River near the old gravel pit, not far from the present site of the Saskatchewan Hospital.

Thus matters stood until the year 1899 when the Dominion Government Land Department put on an extensive advertising campaign throughout eastern Canada and the United States as they were anxious to have the prairie and made ready for settlement. This brought an immediate response and a great many home seekers made the trip west to locate land, returning east for their families and household effects, the majority of them arriving back in Weyburn in the spring of 1899, when settlement began in earnest, some 70 families arriving at that time from Bruce County, Ontario.

The C.P.R., realizing there would soon be a spring rush of settlers, sent down Robert H. Foster as first station agent. Most of these settlers were from Barrie and Markham and had their homes made in Barrie, then knicked down and placed in cars ready for re-building on arrival.

FOUNDERS OF THE CITY OF WEYBURN

The founding of the city of Weyburn dates from the arrival of J. A. McArthur, John I. McArthur and Fred Smith, who left Indian Head on the 6th of April, 1899, making the long, cold trip across the prairie in a logging outfit. J. A. McArthur arrived from Indian Head the following day to open a lumber yard. Thomas Tucker, Weyburn's pioneer hardware merchant, arrived on April 19th, closely followed by F. E. McArthur on April 20th. Weyburn's first grocer who did a thriving business selling merchandise from his trunk located in a tent. As there was no place to stay but the station house and the freight shed, they all roomed with the section foreman, J. P. Obyrne, until two large tents could

be sent down by the government from Regina.

A carload of Massey-Harris farm implements arrived by rail for Jack Mitchell, the first Massey-Harris agent. A carload of lumber and a carload of hardware arrived for Thomas Tucker who built the first hardware store, half of which was occupied by Taylor and Methuen, grocers. Alex L. Mitchell soon made arrangements for his blacksmith shop and W. H. Hunt had a new post office building under construction. The carpenters were Kyle Brothers, Fred Smith and William Hudson. Everyone co-operated with a right good-will and in the twinkling of an eye the little settlement took shape.

The arrival of the settlers from Barrie and Marquette brought in more business-men to establish their various lines. The John Horan, Senior and Junior, general merchants, Dan Pretty, who built the store, and Andrew Tait from Qu'Appelle. The Allen McGillivray family arrived with Hugh Greig from Quebec, April 27th, 1899.

Charles C. Evans, R. C. Andros, William Holmger, Louis L. Pettit and J. M. Massey arrived from Indian Head. These men at once planted the first trees. R. C. Andros left trees as a monument wherever he settled, his old homestead, the hospital farm and the corner on Government Road. Beaver dams were somewhat of a menace to his young trees, as the beavers down by the river made no bones about using his trees if they needed them.

Reverend John Smith arrived about the middle of April. He came as a missionary and looked after all denominations—Protestant and Catholic. Dr. E. M. Mitchell gives him the highest praise in his writings and states his name will be remembered as long as any of the early settlers live.

Dr. R. M. Mitchell arrived on May 13th, 1899, and batched with Alex Mitchell and Fred Smith at the rear of the blacksmith shop until Mrs. Mitchell and the boys arrived on July 1st. They then moved to a palatial mansion beside Pretty's Livery Stable. It was a shack 12x16 with mosquito netting for window screens and when Hunt's herd of cattle paid the settlement a visit the screens would simply bulge with mosquitoes. Dr. Mitchell states that Mrs. Mitchell was very fond of this house as they had the kitchen, dining room, parlor and bedroom all combined in one.

In the fall of 1899 R. M. Foster, the new station agent, married Elsie Robinson, a little romance brightened their days.

The fact that so many of these settlers came from Indian Head on the moon line

of the C.P.R. perhaps needs a word of explanation.

Indian Head was being named as the largest wheat shipping point in the West in 1897 and 1898 and 172 granaries were built, but even these accommodations were found insufficient for storage of the grain. Harvest crews came from Ontario brought out hundreds of young men to work in the harvest fields and in this manner Indian Head became the starting point for various homesteading trips across country to the south where good homesteading land was still available. Lord Brassey's book, "Voyage of The Sunbeam" and the many press descriptions of his farm settlement enveloped Indian Head with an aura of aluring charm. The C.P.R. time-table published in 1899 gives but a few lines to the description of Regina, while it allots considerable space to Lord Brassey's farm. The time-table also stated that the original seed farm operated by Major W. F. R. was one of the best on 10 square miles. These favourable reports were the cause of the large number of settlers who came to Indian Head where Lord Brassey's book had kindled the desire of many for homestead colonization. This publicity campaign brought out hundreds of new settlers from the mid country.

In 1901 the census figures gave Indian Head a population of 768. Only four other points could top these figures, Weyburn, Regina, Moose Jaw and Swift Current. In 1901 Indian Head had a population of 2,310, Indian Head 1911, population 1,385. It is little wonder then, that a eye were focused on Weyburn, at that time known as "The Metropolis of Southern Saskatchewan." The growth outstripped from 113 in 1891 to 500 in 1893, 1,700 in 1907 and had reached the status of a city by 1913.

The years 1900 and 1901 show little growth in Weyburn. There were no crops and consequently no money for building. However the stone school was completed in 1900. The first school had opened December 1st, 1899, with Frank Moffat as teacher and was held in the Methodist church. The school was larger and more costly than had originally been planned. It was built on high ground, easily catching the eye of the travellers by train. Now settlers came to the conclusion that any place that could afford building a school of that size must be prosperous.

The first Royal Hotel was started by Fisher, a Balgonie rancher, but heavy

rales in the fall caused a cave-in of the building and the wreckage was sold to Dan Pretty, who re-built the following year. In May of 1899, George Hoenning and built the wooden part of the Waverley Hotel, which was used as a boarding house.

The year 1901 the farmers were unable to buy seed grain and it was supplied by the government. An amusing description is given of these hard years.

In 1900 the weather was mild and the farmers made the trip to Brokenhill for seed as they had no money to buy seed. The townships checked their cash whenever a stranger left town, in order to estimate the amount of new currency he had left in their tails.

J. A. Mitchell returned to Indian Head as agent of the Lake of the Woods Elevator. He bought a stack of hay from Dan Pretty, making him \$50.00 in cash. With this money Pretty paid an account he owed E. H. Foster. Foster in turn paid his doctor bill Dr. Mitchell, paid his lumber account with J. A. Knowling, who paid the \$50.00 to the C.P.R. for freight. For some time the townspeople held a grudge against the C.P.R. for taking their \$50.00 out of circulation. Had it been left in Weyburn, every one in town would eventually have had their debts paid.

The 1901 crop was harvested with good results and for the first time in three years the settlers had money in their pockets. This crop was something to boast about, with the result that it mirrored in the great land rush of 1902. Lacking accommodations the government sent out tents which were loaned to the settlers. That year the first elevator was built in Weyburn by the Winnipeg Elevator Company. A. L. Froeland arrived with the first settlers from the States and built a new store.

WEYBURN INCORPORATED AS A VILLAGE, 1902

First Overseer: F. E. Motheral. Population, 240.

1902 was to be "Weyburn's Boom Year". The American invasion brought in a number of new business enterprises from across the border.

James McBride and Aaron Schoenleben opened a lumber yard and later with William Morgan built the Weyburn Grain and Elevator Company. The Lake of the Woods Milling Company and the Western Grain Co. Ltd. opened elevators. The Weyburn Security Company became established with Joe Morgans as manager. As there were no banks in Weyburn at that time the Weyburn Security Company took over the settlers' banking

problems. This business developed so rapidly that the officers finally decided to go into the banking business, forming the Security Bank. In 1910 they incorporated as the Weyburn Security Bank which gave Weyburn considerable prestige as it was the only chartered bank in western Canada. H. O. Powell was the first general manager. T. H. Blacklock issued the first edition of the Weyburn Herald in October of 1902 and the first Board of Trade was formed. Neil D. McKinnon opened his first general store and C. Worden opened a hardware store. Alex Ross of Regina became one of Weyburn's first lawyers. His stay was brief, but his name has become an honored one in Saskatchewan, as His Honor Alex Ross, Judge of the District Court, Yorkton.

Many land companies opened offices in 1902. The hotels were crowded and a general air of prosperity began to pervade this fast growing community.

WEYBURN INCORPORATED AS A TOWN AUGUST 5, 1903

First Mayor: T. H. Blacklock. Population close of 1903, 500.

Crops were good in 1903, with the average yield of wheat 41 bushels to the acre, 400,000 bushels of wheat and 40,000 bushels of fax were chalked up for the district. Many new buildings were completed. Tucker's Hall, land office for Alex Connor, Mills Land Company and the Porter Land Company were under construction or completed. Livery barns were doing a good business. Irving prospective and buyers. Grigg & Leavens' new Feed and Sales Stable was completed, the largest of its kind on the Soo Line. Andrew Walker built the North Star Hotel, with bakery in connection, strictly temperance. The first skating rink was built. A branch of the Union Bank was opened in April of 1903 with F. E. Harrison as manager, followed by C. M. Hartney in 1904.

In April of that year an agreement was signed between the village and Lutch & Adamson of Winnipeg for the erection of a grist mill. The mill was sold in 1904 to McBride, Schoenleben & Morgan. They built the elevator across the street and had an overhead tube to the mill. In 1908 the mill was sold again to McBride, McNab, Irvine & Ballantyne, who remodelled the place completely and installed modern equipment. O. R. Mitchell opened the drug store now occupied by the J. H. Warren Drug Company. Black & Hillier, hatters, arrived from the east and opened a law office above McKinnon's General Store.

1904—Mayor Dr. E. M. Mitchell.

The Canadian Bank of Commerce opened in 1894 with J. D. Bell of Elgin, Manitoba, as first manager. He was succeeded by Arthur S. Swinford. The new bank building as it stands today was completed May 14, 1908. Half a century of serving the people of southern Saskatchewan is their fine record.

The winter of 1894 was unusually cold and there was a shortage of coal. Many of the homesteaders had to burn the floors of their shacks and out buildings to keep from freezing. The C.P.R. gave two or three cars of their own coal to tide the settlers over the several months, but it was insufficient to supply every one's needs. Desperate for fuel from 75 to 100 farmers had driven their teams along side the station, as they had spotted a way freight passing through with a car of coal for some other point. Fifteen minutes after the train pulled in the car was empty. They willingly paid the price but refused to give up the coal.

The spring of the year brought in more settlers and the C.P.R. found work had been waiting for \$3.00 an acre was raised to \$4.00.

1904—Mayor: W. M. Kolbeck

In 1904 Third Street was extended south across the river, a bridge was built and new buildings began to appear. Two hospitals were built, one by Dr. Hugh E. Engletham and the other by Drs. Newman and Smith. A new cemetery was completed.

1905—Mayor: N. D. McKinnon. Population at the close of 1904, 1,344.

The C.P.R. branch line to Blenheim was completed in 1904. The new Waverley Hotel was opened, and a large public school was built. The Weyburn football was organized, track fenced and pavilion erected. A cement block and brick company was organized. The cost of the increased cost of cement the plant was shortly shut down. The brick used in constructing the Waverley Hotel was from this plant. Many improvements were installed. The town was spent in building new residences and the future looked bright.

1907—Mayor: Dr. R. M. Mitchell

The Hunt Block, built at a cost of \$30,000, was ready for occupancy. \$50,000 was spent in building and structural improvements, under the supervision of the town engineer, Dr. A. C. Clark, dental surgeon, opened new offices in the Hunt Block. Many beautiful new homes were built or under construction. Thomas Murray had one of the show places of the town. 1907 was one of the coldest winters experienced by the pioneers.

1908—Mayor: W. J. Monaghan.

A \$18,000 addition was made to N. D. McKinnon's General Store. The C.P.R. proceeded with work on the roadbed west to Assiniboia which had been held up by the bad weather in 1907.

From 1909 to 1912 a gradual trend upward was discernible in every line of business. Considerable thought was given to landscaping the town, trees and shrubs were planted. Cars began to make their appearance on the streets of Weyburn. Frank Moffet owned a Brush, a small red car difficult to get into and almost impossible to get out of once one became firmly seated. Wm. Montgomery recalls the first car he bought in 1911, a Ford Runabout, which he brought home from Toronto, living up to its name it would run about so far and then stop. The material in those days would not consider using tags, which consisted of a horn duster, leather gauntlets and a motorist cap complete with goggles. There were very few accidents as the cars did not run fast enough to make driving a menace to the public, but to the horses they were a terror. One of many a runaway and turned over buggy resulted from meeting one of these horseless carriages on the road.

George Benschel had the first automobile agency located where the Sun Farm Equipment is located today. His agency included Ford and Mitchell cars. Later in partnership with F. C. Washington, they built a new place on Second Street taking over Ford H. Borge's, GMC dealers. The new firm was known as Benschel & Washington.

William Montgomery bought out the Weyburn Machine & Electric Light Company in 1911. Under the firm name of Acton & Montgomery they were to introduce the new Star and Durant cars.

The Weyburn Collegiate was built in 1912 and that year with an ever increasing population the town incorporated as a city. Weyburn grew during the youngest city in Saskatchewan. By this time branch lines converged as the city from the north, south, east and west. It was the marketing centre for a very large district and was soon to become the distributing centre for southwestern Saskatchewan.

In 1912 Neil D. McKinnon had moved into his beautiful new building, built at the corner of Souris and Third Street, the largest department store west of Winnipeg. This three-story, fully modern structure was named at first the McKinnon Company. It was equipped with the latest store improvements including passenger and freight elevators. The McKinnon Company listed over 100 employees on its payroll. That same year the Weyburn Security Bank built one

of Weyburn's finest buildings. Glassed in was brought in for the purpose and the completed work still stands unrivaled by the modernistic trend in building. This was the head office for the Weyburn Security Bank and its 28 branches. In 1931 the Imperial Bank of Canada took over the Weyburn Security Bank, but this magnificent building will stand for many years a tribute to the people who helped the pioneer settlers over the rough spots in homesteading.

In 1914 the Weyburn Realty Co. Ltd. was considered among the largest holders of real estate in Weyburn, controlling around \$800,000 worth of property. The firm was originally known as W. E. Procter & Co. until incorporation was granted in 1912, with head office at Toronto.

The high class sub-divisions placed on the market at that time were Highfield Park, Hyde Park and Strathcona Place. All within one mile of the centre of the town. The firm owned and put on the market the residential sub-divisions known as "Riverdale." This land lies to the south of the town, facing the river. The outbreak of the First World War made it impossible to continue building operations, as the younger, skilled workmen enlisted to serve overseas.

WEYBURN HOTELS 1890-1967

THE WAYERLEY, 1899

The pioneer hotel of Weyburn was the Wayerley built by John Henning in 1899, consisting of some 10 to 12 rooms. For many years this old part remained as a wing of the new Wayerley built in 1906 and now known as the King George.

From 1899 until the opening of the new Wayerley were respectively, John Henning, H. J. Powley & Son, and Edward Sawyer who in turn sold to Sid Conant.

Sid Conant commenced building operations on the new Wayerley in 1904, completing the work in 1907. The new hotel was a brick structure built from good brick manufactured by the Weyburn Cement Block & Brick Company, where it is recorded that no other town the size of Weyburn, west of Winnipeg could boast its equal.

F. L. Wilson, an Englishman known as "Duke" Wilson, took over the new Wayerley in 1908. An experienced hotel man, he spared no expense in making it second to none in the west. He sold the hotel to Hanson Bros. in 1915 and started reaping on a large scale.

The prohibition years which followed closed the hotel bars. New owners followed each other in rapid succession—Henry Bennett, Sweeney Dickson, Lee

Jones and Wang, followed by Sydney Krivel and his brother Emil, sons of Jakob Krivel operating the Carleton at Estevan.

The first of May, 1948, William Nelson purchased the hotel changing the name to the King George. Completely renovated, this famous landmark has once again become one of the finest hotels west of Winnipeg.

1906—THE ROYAL

Built by Fisher, a rancher from Balgonie. Contractors, George Banks of Estevan and Oliver Pencock, local homesteader and stone mason.

Torrential fall rains flooded the streets of Weyburn and undermined the partially completed structure, resulting in the collapse of the building into the swirling waters which inundated it. The ruins were purchased by Dan Fretty, who salvaged a portion of the material and rebuilt the following spring.

1902—The Royal was sold to Robinson & Walsh, recent arrivals from the States, who added a third story and built a frame addition to the west.

EARLY DAY BEVERAGE ROOMS

The beverage room up until 1915 was called the Bar or Saloon. These were furnished with elaborate back bars paneled with gleaming mirrors, in front of which were displayed the choice vintages of the day. Tables were not used but a shiny brass festoon extended the full length of the bar with brass cuspidors or spittoons placed at intervals for the convenience of the tobacco chewers. Bartenders in immaculate white coats presided over the bar.

Liquor stores were then owned by private individuals.

Robinson & Walsh sold the Royal Hotel to W. T. McKinnis in 1914 and engaged in the wholesale liquor business. The Leithbridge Brewing & Malting Company Ltd., established a cold storage plant in Weyburn and appointed Robinson & Walsh as their representatives.

1904—W. T. McKinnis became the fourth owner of the Royal Hotel, tearing down the old frame structure he extended the building to the corner of Second Street, adding an addition to the rear of the building. Each room was equipped with individual telephones, electric lights were installed and a water plant. These improvements cost \$50,000 and when completed, the new Royal became known as one of the finest hotels on the famous Soo Line. It was a favourite rendezvous for travellers, local citizens and notables who arrived to visit the town.

1912—McRoberts Bros. of Moose Jaw purchased the new Royal and under their



A GUEST ROOM IN THE KING GEORGE HOTEL

In Weyburn it's the

King George Hotel

50 rooms—all with soft water

COMPLETELY NEW

Single—from \$2.50 Double—from \$3.50

Single with bath—from \$4.75; Double \$6.50

With twins—from \$8.00

Large family rooms with or without bath
at attractive rates

TELEPHONE IN EVERY ROOM RADIOS AVAILABLE

Telephone 2882

W. MOLAN
Proprietor

J. K. MAHONEY
Manager

WEYBURN, SASKATCHEWAN

capable management it retained its reputation for hospitality and good service. Jerry McRoberts died in 1921 and brother William in 1923, at which time Mrs. Lucy McRoberts took over the management. At her retirement in 1947 the hotel was sold to W. W. Thompson of Weyburn who in turn sold it in 1948 to Myrskog Brothers, the present owners.

The fire of February 28th, 1944, caused considerable damage but was confined to the third floor and the northeast corner of the roof, the loss amounting to \$180,000.

Myrskog Brothers have completely renovated the Royal Eighty rooms are now furnished with wrought iron furnishings and broadloom carpeting, paneled bathrooms and attractive lighting fixtures add a pleasing note. There are 25 rooms with bath and Myrskog Brothers are contemplating the installation of television in the near future. The down stairs foyer flooring is made of maple. Silverwood and birch plywood have been used for paneing. The draperies blend in with the colour scheme and complement the chrome furniture which gives the hotel a comfortable and attractive appearance. Three large sample rooms are available for travellers. Every room has telephone service and a pleasant beverage room is located off the foyer.

1948—THE 800 HOTEL

Built by Robinson and Walsh at a cost of \$25,000. Leased to Thompson McLeod and in 1909, who retained the lease for 40 years, purchasing the hotel outright in 1948, just prior to his death. The present owner is Anthony Brannan.

THE KING GEORGE HOTEL

In 1948 Wm. Nolan, one of Saskatchewan's leading hotel men, purchased the Knivst Hotel at Weyburn, changing the name to the King George Hotel. In December, 1948, J. E. Mahoney arrived to take over management of the hotel and to superintend the extensive renovation program Wm. Nolan had planned in order to convert it into one of the finest hotels in the province.

By 1944 the work was completed and it was recognized by the travelling public and the citizens of Weyburn as one of the finest hotels in the west.

Restful colours have been chosen for the rooms, Chartreuse, Dawn Mist, Tea Rose and Sea Crest Green, with Duck, soft broadloom carpeting used to complement the colour scheme. The draperies have been selected in contrasting shades, which add a note of cheerfulness. The furnishings are of modernistic steel, with combination dressing table and writing desk, bedside tri-lite lamps and comfort-

able occasional chairs complete the picture. The bathrooms are tiled in attractive colours and no expense has been spared in installing the most modern bathroom fixtures.

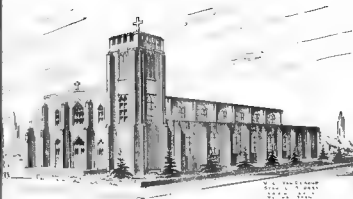
Wm. Nolan, a former traveller himself, having travelled for the B.A. Oil and Oliver Farm Implementers prior to entering the hotel business, knew from experience what the average traveller, who spends most of his nights on the road, would appreciate and he proceeded to put this plan of service into action when he purchased the Wadena Hotel at Wadena, Sask. That he has been successful is evident in the confidence his fellow hotelmen place in him, for Wm. Nolan is a director of the Hotels Association of Saskatchewan, director of the Canadian Hotels Association and Hotels Association Representative for the Canadian Tourist Bureau. He is also a director of Ducks Unlimited. He is an enthusiastic sportsman himself and a generous contributor to any worthy cause. Besides being owner of the King George Hotel, Weyburn, he is interested in the Windsor Hotel, at New Westminster, B.C., and the Albany Hotel at Saskatoon, where he makes his home.

J. E. Mahoney was associated with Wm. Nolan at Wadena and as manager of the King George Hotel, Weyburn, has won himself a host of friends. Courteous and friendly himself he has chosen a competent staff who reflect these same attributes.

WEYBURN'S PIONEER CHURCHES

KNOX PRESBYTERIAN CHURCH

The history of Knox Presbyterian Church dates back to 1892 when Rev. John Smith was sent to Weyburn by the Missionary Society of Manitoba College. Rev. Smith organized the first church and remained until March, 1900. Dr. R. M. Mitchell, Wm. Bruley and Henry McGowan were members of the session, while John Knowling and Thomas Tucker with the members of the session made up the Board of Management. Dr. Wardlaw Taylor succeeded Rev. Smith. It is recorded of Dr. Wardlaw Taylor "that of all the student missionaries, he held the chief place in the affections, not only of the Presbyterians, but of those of other communities who were privileged to know him". The first places of worship were many and varied. The station house, Thomas Tucker's Implement Shop, John Knowling's lumber office, A. H. Hart's post office, the Methodist Church and the Massey Harris Implement Shop. When the first stone school was completed in 1898,



ST VINCENT DE PAUL PARISH CHURCH 1854



ST VINCENT DE PAUL PARISH CHURCH 1908

Paul, Weyburn, May 5th, 1943. He was born March 2nd, 1882, in Uden, Holland, completed his classical studies at Crozier College, Uden. Enrolled as a student of Theology in September, 1902, at the Grand Seminary, Montreal. Ordained July 16, 1905. His first assignment was Weyburn, Sask. In 1920 he was named Vicar General to Archbishop McGeagan. In 1933 Pope Pius XI conferred upon him the purple raising him to the dignity of a Domestic Prelate.

CALVARY BAPTIST CHURCH

The first Baptist church was organized in 1906. The first service held February 31st, 1906, in Tucker's Hall. The first church was completed in 1907. The charter members numbered 15. The church was rebuilt in 1917.

Rev. T. C. Douglas became pastor of Calvary Baptist Church in the spring of 1930 and in the following five years was to become a familiar figure in Weyburn. In 1935 he entered the political field and was elected to the House of Commons and in 1944 the Hon. T. C. Douglas became Premier of the province of Saskatchewan (1944-1957).

THE FREE METHODIST CHURCH

The Free Methodist Church was organized in Weyburn in 1910. First services were held in Bethel Mission. A new church was completed in 1916.

ZION LUTHERAN CHURCH

First services were held in 1918 at private homes. Later accommodations were made available for them in a classroom of the Souris School. The congregation was organized in October of 1926. Rev. Peter Mohr, first minister. The corner stone of the Zion Church was laid July 25th 1926.

In 1940 Zion Church extended the call to Rev. A. F. Salomka of Biggar, Sask. He arrived in May of that year and has remained in charge for the past 17 years.

THE SALVATION ARMY

First services were held in Weyburn, June 26, 1913, the year the city was incorporated. First services were held in Hunt's Hall. They purchased the old post office building opposite the City Hall when the present post office was completed. In 1944 this building was moved to its present site on Fourth Street.

NO. 1 HARD WHEAT PROMOTES PROSPERITY ON THE SOO LINE

The treaty of 1874 made between the Dominion government and the Crees and Saulteaux Indians, gathered at Fort Qu'Appelle, let the government free to formulate plans for dividing the North West Territories into districts. Reservations were formed and land scrip issued to the tribes.

Land surveyors were then put into the field to survey this vast territory. By 1882 the virgin wilderness south of the main line of the C.P.R. had been surveyed and the sections marked, but the expected rush of settlers to this district had not materialized, outside of a handful of ranchers on the banks of the Souris River, a land aquaster on Rough Rock Creek and a couple on the Brokenhead. A vast solitude reigned, treeless and as void of human habitation as it had been a decade past when the mighty buffalo roamed the train. To the southeast Estevan was just beginning to build in 1892 and by 1899 had become a sizable place with most of the activity centered in the Souris Valley coalfields. Thus matters stood until the spring of that same year when an influx of Ontario settlers arrived to settle in this prairie "No Man's Land." Had these new dwellers of the plains been able to read the future, they would have been amazed to learn that in 10 short years, this same "Soo Line" would become famous for its Number 1 hard wheat and would be heralded in the press as "The Ten Mile Bushel Wheat Line."

The people directly responsible for this astonishing metamorphosis were unquestionably the land promotion companies. Buying up thousands of acres of C.P.R. land and half-breed scrip which could be had for a scintilla of what it was worth. They took over the publicity program, running excursion trains which experienced sales promoters kept filled with prospective buyers from The Dakotas, Iowa, Minnesota and Nebraska until eventually, with the aid of a few good crops, a wave of enthusiasm swept the country bringing in settlers by the thousands.

Undoubtedly the largest company to operate along the Soo Line was the fabulous Lure-Land Company of St. Paul, Minnesota, a Canadian company operating out of this American city. Purchasing 400,000 acres between Yellow Grass and Rouleau from the C.P.R., their first group of settlers were brought up in 1902. This land company operated its own special trains, bringing up land seekers who had learned of the Soo Line and its possibilities through the arduous efforts of 500 agents the company had scattered

throughout the farming communities of the United States. The trams carried the Last-Land Company automobiles, which were used on arrival to drive the land seekers into the country. Locating their land the buyers would then make the necessary arrangements with the government land office, returning the following year to settle. The majority of these settlers were wealthy, bringing in the most modern farm machinery, teams of horses and livestock worth a small fortune. Many of these homeseekers settled around Roseton, Wilcox, Milestone and along F. H. Williams, who later built a F. H. Williams department store at Regina, and drove up and down the line to sell and saw, selling lumber to the settlers. The Last-Land Company also operated in the northern districts, especially in the vicinity of Lusseland, which derives its name from this company.

1903 brought in the first banner year, wheat yielding as high as 60 bushels to the acre. That same year the land companies began to make Weyburn their headquarters.

Harbert A. Stavley, who had connections with the Dominion American Land Company, with headquarters at Waterloo, Iowa, had made a trip to Canada in 1901, seeking over land on the Soo Line. He is credited with sending up the first 25 settlers to this district from The Dakotas and Iowa. The president of the Dominion American Land Company was James Gardiner, a cousin of the Honorable James A. Gardiner, one-time Premier of the province of Saskatchewan (1898-1902, 1904-1905, and at present Minister of the Department of Agriculture, Ottawa.

The year 1902 brought in many more land companies and in 1903 they were fairly well established. The pioneer company was the Hudson Land Company. They located half-breed scrip and operated on a large scale. Their headings were mostly at Hadslette, Midway, Griffin, Osgood, and other points. The Weyburn Security Company had large holdings, advertising 25,000 acres for sale at one time.

James Porter, grandfather of James and Charles Porter of Weyburn, formed the Porter Land Company, bringing in settlers from Iowa and Minnesota. His first trip to this district was in 1901. In 1902 he bought up land from the C.P.R. and the Hudson's Bay Company totalling 250,000 acres. He came from Rainbeck, Iowa, the home town of James Gardiner. James Porter had a private railway car, which brought in as many as 50 land seekers at one time. These excursions were run every two weeks during the fine weather and he is credited with

bringing in the majority of the Weyburn settlers. His first Weyburn office was built in 1902 on Railway Avenue. H. C. Mills opened an office and operated under the name of Mills & Co. Thomas Harvey built the first real estate office, later occupied by H. A. Stavley & Co. Ltd. Thomas Harvey, a Canadian and other States, interesting a good class of farmers in Canadian lands and bringing up settlers. Connor Brothers and Martin opened a land office, H. A. Stavley settled in Weyburn in 1902, taking over the office for the Dominion American Land Company.

Frank Moffet gave up teaching school and opened the Pioneer Agency. Many of the other local citizens joined in this movement. Among the other newcomers a land office. There were McBethel & Bowman, George Beisehol, Murray & Kison, Pretty & Bush and others. Alex Waddell was the Dominion Land Agent. Some bought C.P.R. land, others half-breed scrip, many were commission agents for firms with large holdings. Property increased in value, bank accounts swelled. The pioneer citizens in this manner were able to cut themselves a liberal slice of the "Land Boom" cake. The heavy barns did a thriving business, most of them having 10 and 12 rigs engaged every day. The hotels were filled to capacity with land seekers, lavish expenditures were made on new homes and town improvements, nor let us forget the pioneer farm settlers who had weathered the storms of the early days. Nature smiled on them, tipping the Horn of Plenty so that riches of golden grain filled their hoppers.

By 1912 and 1913 the peak of this "Boom Period" Weyburn had become "The Metropolis of Southern Saskatchewan", the centre of the Number 1 hard wheat belt and the Soo Line became famous.

Nature contributed generously to this golden age when wheat was crowned king of the Soo Line. According to a schedule of figures drawn up in 1912, the progress made in farming throughout Saskatchewan was phenomenal. We quote the figures:

Wheat yield in Saskatchewan for 1906 was 28,101,285 bushels, 1908, 37,810,000 bushels, 1909, 50,654,623 bushels, 1909, 50,277,000 bushels, 1910, 72,944,000 bushels, 1911, 82,947,000 bushels, 1912, 104,128,000 bushels; 1913, 147,440,000 bushels. 1914, 171,115,000 bushels.

The figures on barley, oats and flax run in the same proportion.

In 1906 the area under wheat was 276,283 acres, in 1908, 710,300 acres, 1909, 1,705,543, and in 1911, 1,364,000 acres.



INDUSTRIAL CITY OF "THE \$200 LINE"

Industrial Lane

WEYBURN'S PIONEER ELEVATORS AND FLOUR MILLS

The years following the arrival of new settlers to the Weyburn district in 1899, witnessed a decided change in agricultural development. Thousands of acres of virgin prairie land had been made ready for cultivation by "The Man with his Waking Plow". In 1903 a bumper crop of No. 1 hard wheat brought prosperity to the homesteaders and made the Soo Line famous.

Weyburn's first elevator was built by the Winnipeg Elevator Company, followed by the Western Lumber & Elevator Company and the Lake of the Woods Milling Company. In 1902 McBride, Schoenlehen & Morgan, new arrivals from the midwestern States, built the Weyburn Grain & Elevator Company.

The first grist mill was built by A. R. Lerch & Co. of Winnipeg in 1903 and sold to McBride, Schoenlehen & Morgan in 1904. Daily production at that time was approximately 30 barrels or 100 bags.

In 1906 a change in ownership was made and James McBride, Wm. Irwin, Fred Bu-lentyne and Archie McNab took over to become the original founders of the Soo Line Mills. Archie McNab later became Lieutenant Governor of Saskatchewan (1936-1941).

In 1925 the Soo Line Mills were sold to Kansas, Waldman & Lercher. A devastating fire burned the mills to the ground in 1929, but they were immediately rebuilt with an increased capacity of 150 barrels. Many new improvements were added at this time. H. H. Hamilton, the present manager of the Weyburn Flour Mills, had applied for the position of accountant October 16th, 1929. That night the mills were burned to the ground. Somewhat bewildered by this turn of events he little realized at the time that 26 years later every phase of mill work would become as familiar to him as the back of his hand. The Soo Line Mills were eventually taken over by R. A. Fawcett, president of Inter-Ocean Grain Co. Ltd., with head office at Winnipeg. This company, on the 1st of January 1931, day. This expansion enabled them to serve the entire southeastern Saskatchewan area. Their slogan became well known: "We have you covered" was household words to the homesteaders who frequented the flour mill at Weyburn. The name was later changed to the Weyburn Flour Mills Ltd.

In 1942 the mills developed their export trade, shipping to the British West Indies. The mills were running on a 24-hour schedule, shipping an average of 4,000 bags weekly to the Bermudas, Trinidad, Surinam, Barbados and many other points. In 1950 the flour mill was 4-continued and for the past five years has operated solely as an elevator and feed plant, under the name of the Weyburn Flour Mills Ltd.

H. H. Hamilton, the present General Manager of the Weyburn Flour Mills Ltd., is the grandson of one of Saskatchewan's pioneers, Andrew Hamilton, who arrived at Indian Head shortly after the completion of the C.P.R. line in 1882. His land bordered the famous Bell ranch some five miles north of Indian Head, but he spent most of his time buying and selling horses and broncos. His two sons, James and Charles, decided to file on land in the McTaggart district in 1888. At that time the only railroad across the prairies was the main line of the C.P.R. some 75 miles north of where the boys had located their land. The Homestead Act required six months' continued residence each year for a period of three years, with a certain number of acres made ready for cultivation before deed of ownership could be obtained. Dry weather and setbacks of one kind or another retarded their progress, consequently it was not until 1890 that they finally received their papers.

Harry Hamilton was born on the homestead north of McTaggart in 1904. He attended the Prairie View District School and completed his studies at McTaggart high school. At the age of 21 he became accountant for the Soo Line Mills at Weyburn and has held a position with them for the past 28 years. He is now General Manager of the firm and well liked by the whole community.

DRS. MITCHELL, EAGLESHAM AND MCGILLIVRAY, 1890-1907 PIONEERS OF THE FAMOUS SOO LINE

To the people of southern Saskatchewan every day the present the names Drs. Mitchell, Eaglesham & McGillivray brings to mind their first pioneer doctors. Dr. R. M. Mitchell, who arrived in 1890, and his partner, Dr. Hugh E. Eaglesham, in 1892. This partnership became known as Drs. Mitchell & Eaglesham and whenever a doctor was needed, within a radius

of 50 miles, through mud, sleet and blizzards, travelling by horse-drawn cutters or with buggy and team, they never failed to answer a call, night or day. Dressed in buffalo coats and Persian lamb rugs with buffalo robes piled around them they called on their patients, often passing up as far north as the border. Space permits of only a bird's eye view of this pioneer practice which began more than 50 years ago. Suffice to say these two pioneer doctors and their associates have carried the torch in the field of medicine, blazing the trail and leaving a record of service to their fellowmen, unequalled in the past 50 years.

With the passing of the years, changes were necessarily made, due to the wars and other factors which entered into the picture. We are therefore listing in chronological order the various changes from 1893 to 1937.

1893-1903, Dr. R. M. Mitchell, 1903-1907, Drs. Mitchell and Eaglesham. In 1907 Dr. R. M. Mitchell discontinued his practice to become M.L.A. for the Weyburn constituency. 1908-1909, Drs. Eaglesham & Shaw, 1909-1913, Drs. Eaglesham & Cook, 1913-1921, Drs. Eaglesham & Allen. At this time Dr. Eaglesham retired to the coast for a rest. Dr. J. E. McGilivray, a son of Allen McGilivray, pioneer settler of 1893, received his degree from the University of Toronto in 1920 and on his arrival home entered into partnership with Dr. David Allen, 1921-1926. In the spring of 1926, Dr. David Allen left for Europe. Dr. J. E. McGilivray, having returned from the coast, a partnership was formed under the name of Eaglesham & McGilivray and for the past 11 years has continued under that name. Dr. Douglas Eaglesham, a son of our pioneer doctor, received his degree and practised in Weyburn 1932-1937. At present he is radiologist specialist at Guelph, Ontario. His brother, Fergus, after completing his studies at the University of Saskatchewan, enrolled at McGill University, obtaining his degree in 1936. His father, the late Hugh E. Eaglesham, had been elected M.L.A. for the Weyburn constituency in 1924. Quite naturally then Fergus took over the partnership with Dr. J. E. McGilivray. Joining the A.C. Force in 1945 with the rank of Pk. Lt., M.C., he served four and one-half years. At the end of the war he returned to Weyburn and resumed his practice. He was elected Mayor of Weyburn in 1962, serving two years and has the distinction of being the first native born son to be elected in this capacity.

The death of Dr. Hugh E. Eaglesham in 1938 closed a chapter in the history of Weyburn. For 35 years he had served

as an integral part of the community and its affairs. From its incorporation as a town in 1893, until the day of his death he had grown with the town and assisted greatly in the promotion of its growth as a city.

SONS OF THE PIONEERS, 1937

The tradition of this pioneer practice founded more than 50 years ago is now carried on by Dr. Fergus C. Eaglesham and Dr. J. E. McGilivray, still under the firm name of Eaglesham & McGilivray.

During the Second World War, Dr. J. E. McGilivray handled the work practically single handed as the demand for doctors overseas greatly reduced the number on the home front. This required considerable stamina and an iron will to carry on the work ordinarily divided between four or five.

A veteran of the First World War, Dr. J. E. McGilivray still recalls the pioneer days of 58 years ago when Weyburn was a tent town in 1893.

No more fitting tribute could have been given their "Doctor Jim" than the "war prize" planned for him during Jubilee Week by the citizens of Weyburn and District. Hundreds of babies he had brought into the world, now grown and with families of their own, gathered in a spirit of good fellowship, presenting him with a gold wrist watch and a beautiful chrome clock, both gifts were presented on behalf of all the children delivered by "Doctor Jim".

Dr. J. E. McGilivray is past president of the Saskatchewan College of Physicians and Surgeons and is a member of the Canadian Council.

DR. R. M. MITCHELL 1893-1903

PIONEER DOCTOR OF WEYBURN, DISTRICT OF ASSINIBOIA, N.W.T.

White cotton sheets on a kitchen table, coal oil lamps and a whiff of chloroform. Thus hundreds of coddled frame shacks on the prairie were converted into operating theatres by the doctors who pioneered the west in homesteading days. Telephones, electric lights and automobiles were practically unheard of in the "tent towns" and team started patiently in cutter or rig to carry the doctor on his rounds.

Dr. M. N. Scott of Estevan was the first medical practitioner on the Soo Line arriving in 1892. To the west and north-west of Estevan stretched miles of virgin prairie. The only signs of habitation a rancher or two who had taken squatter's rights on the land.

Dr. R. M. Mitchell arriving in 1893 with the first spring rush of settlers to Weyburn, was to handle the work single

handed from Moses Jaw to Estevan until 1903, when Dr. Engstrom arrived and other doctors opened offices in the town.

A fascinating account of his experiences as pioneer doctor in the town of Weyburn has been found in a diary he kept, relating the events of those far-off days. His description of Weyburn as it slowly emerged from its cocoon of solitude into a village and shortly thereafter into a full fledged town.

We have been privileged to use this diary as a background for the following events which took place more than half a century ago.

We find that morning speeds which occurred when Weyburn became incorporated as a town.

"Steps were taken in April, 1903, to incorporate as a town. The village had tried the single tax but found it to be a failure. Action was therefore taken to rescind the law when Weyburn became a town. An enumerator was appointed, whose task was to hunt up four hundred bona-fide citizens, which was the number necessary to incorporate as a town. With out resorting to ledgerdoms there evidently was no mathematical solution to this weighty problem, as the population figures refused to tally with the number required for the village to assume the status of a town. Local witso proffered their advice, suggesting that names be copied from the cemetery headstones, but this form of chicanery the enumerator refused to contemplate, as he considered it unethical. Frazled paragoners on the train often pondered why they had to give their names and occupations to a man who checked the train each day, as it stood within the village limits of Weyburn. This list of names when finally completed made up the number needed to incorporate Weyburn as the first town on the Soo Line. Their goal reached, the town was incorporated August 5th, 1903, with T. H. Blacklock elected first Mayor.

Fred Roosa made a country wide reputation in 1902, having the Sweet Acid of wheat ever grown in the Weyburn district. These fabulous figures did much for the settlement of Weyburn, as it advertised the district and brought in many new settlers. Tom Field held the record for yield until 1915, when Swift Current reported tales of 80 bushels to the acre.

Dr. Mitchell recalls the blizzard of 1900, listing it as the most devastating storm of pioneer days. As quarantine inspector he took the train to Portal every day. Smallpox vaccination being compulsory before entering Canada.

The snow began to fall as the train left Estevan. On reaching Portal they

found the out-going train had been boarded by the Americans, but had been left standing on the Canadian side, until near Kenmare. The blinding snow made it impossible to see more than the outlines of buildings, while a strong east wind pelted the snow in high drifts. In less than 40 minutes there was no necessity of further orders to hold the passenger train. It was completely snowed under at the station platform and there it stayed until the following Tuesday when the storm abated enough for it to continue on its way.

Food was available at the hotel only 75 yards away but no one dared to venture out into the blinding swirl of snow. Sunday the storm had abated somewhat and there was a concerted rush for the hotel. Even the local railway employees could not find their way home and the storm extended as far east as the Great Lakes and the whole country was locked in its snowbound grip.

One stormy winter's day, the doctor received an emergency call. The weather was 50 degrees below zero and any trail there might have been was obscured by snow. Finally in the distance Dr. Mitchell discerned a chimney stack sticking out of the snow. As they drew nearer they found a hole dug in the snow and looking down saw a door. The settlers had cut the door in the center and only the top half could be opened. The blizzard had covered the shack completely. The patient had pneumonia, but made a good recovery, but the doctor and his driver nursed their frozen hands and feet for weeks.

The return trip often meant just a change of horses before he was out on the trail again to meet another emergency call.

In June of that year he recalls making a course by the stars at the horses and the snowed out going of the train. The train was stuck with a 30-foot drop in front of them. Failing to locate themselves they unhitched the horses, tied them to the buggy, crawled under and slept until daylight. On awakening they found themselves within 300 yards of their destination.

The C.P.R. was very good to the first settlers. Most of them slept in the station or tents until their houses could be built. When this became overcrowded they ran a couple of Colonist cars on the siding. The settlers were given the use of them. The C.P.R. also hauled a car of drinking water three times a week and left it on the siding for the use of the settlers.

All freight and passenger trains were at the doctor's disposal. He could travel

on any freight train and the passenger trains even let him off between stations or picked him up on his return. When the roads were blocked they let him drive on the tracks. This almost led to his undoing. One stormy day he arranged with the station agent, R. H. Foster, to drive on the track. The morning train was 12 hours late. He made the trip out, called on his patient north of McTaggart and was returning to Weyburn, when the freight pulled out of McTaggart station. There was no other passenger train scheduled for that day and he was certain he could beat any freight to Weyburn.

About half way home he began to feel uneasy and told his driver he was sure there was a train close behind them. The driver just laughed and said that was impossible, but then precautions permitted. It was storming so badly they could not even see a telegraph pole either way. All of a sudden he said he felt impelled to shoot, at the same time hitting the high horse. The team took the ditch in nothing flat. They had just barely cleared the tracks when the snow plow whizzed by at 50 miles an hour. That ended the doctor's tour down the railroad track.

Dr. Eaglesham also realized the folly of driving on the railroad track, when the leg of his horse became caught between two timbers while driving over a bridge near Ralph. A freight train could be seen in the distance coming from Medicine Hat. Dr. Eaglesham would not procure an ax from a nearby farm, but with grim determination he managed to free the horse. They cleared the tracks with only seconds to spare before the train sped by.

Physicians recall the typhoid epidemic of 1900. The population at that time numbered around 70. More than half the population was stricken with the fever. Mrs. John Robson died. This was the first funeral held in Weyburn. She was buried beside the Methodist Church. Neil McLean was the only other patient who died. The source of the infection was traced to the C.P.R. well.

Another outbreak of typhoid broke out in 1903. Starting in June it lasted most of the summer. Dr. Mitchell states he had as many as 40 cases in the settlement at one time and he was the only doctor to handle the work between Moose Jaw and Estevan. Utterly worn out and sick himself, he contacted Dr. Eaglesham, making arrangements to go into partnership with him as soon as he could stand up his affairs and make the trip. Dr. Eaglesham arrived July 27th, 1903, to find Dr. Mitchell just recovering from an attack of typhoid and badly in need of a rest. Dr. Mitchell had been in for

five weeks, but with no other doctor in reach he had looked after his patients, when his own temperature was 104. During those five weeks he had lost 60 pounds, but had only refused one call, which meant a drive to Stoughton and was sure that he would find a partner to take his place. He made no trip, although he was driven to a party staff assignment for a new arrival. He returned in a few days none the worse for his exerting.

Dr. G. M. Bowman arrived in August from Jordan, Ontario, later taking in Dr. H. D. Smith as partner. Dr. W. H. Stephens and Dr. J. H. Allen opened offices in Yellow Grass and Dr. Hicks in Halkirk. These new arrivals provided seven doctors to handle the work. Doctor Mitchell had heretofore handled himself.

Dr. R. M. Mitchell discontinued his medical practice in 1910 to concentrate the political field as M.L.A. of the Weyburn constituency. He was re-elected in 1912 and re-elected again in 1917. He presided as speaker of the house 1917-1919, when he resigned to take over the superintendency of the Weyburn Mental Hospital. When the Conservative party took over in 1920, he was relieved of his post. His death occurred on the 6th of February, 1932, at the age of 47.

Doctor Mitchell's two sons grew up in Weyburn. Chat served in the First World War, returning with the 10th Battalion. Returning home he opened a greenhouse in the town of Weyburn, B.C. His death occurred in 1944.

D. J. Mitchell, Q.C., Dr. R. M. Mitchell's second son, is at present practicing law in Weyburn, dividing his time as Police Magistrate with his legal practice. He is a graduate of the University of Saskatchewan and is well known in the field of sports, especially hockey. His son, Donald, Jr., followed in the footsteps of his grandfather and chose the medical field as a profession. He is a graduate of the Manitoba Medical College and is at present medical adviser for the Canadian Arthritis and Rheumatism Society, making his home in Saskatoon.

THE EAGLESHAMS, 1903

We are recounting a few personal recollections of pioneer days as Mrs. Mary Eaglesham is to back the curtains of the past and portrays a vivid picture of her first days in the District of Assiniboia. The days and the years slip by so quickly, that now, at the age of 84, she can scarcely believe those moments have been so long. It seemed less than half a century.

Since the death of her husband, Dr. Hugh E. Eaglesham in 1908, Mrs. Mary Eaglesham has continued to reside in the beautiful home they built in 1912. Birds

new nest in the leafy branches of tall trees planted more than 40 years ago, while the black and honey-suckle hedges burgeon and burst into bloom with the first cheeky winds of spring. The Eaglesham home is located in Cosnaught Heights, which at one time was a part of Frank Moffet's homestead. The land slopes gently down to the Souris River and during the building boom between 1912 and 1914 many imposing homes were built in this new subdivision. The mansion like residence built by Frank Moffet, the Powell House, Dr. A. G. Clark's residence, Laroux's home and many others, all built along gracious lines, with lofty oak paneled rooms, highly polished floors and gleaming stair wells, vastly different from Eaglesham's first residence in 1903. According to her wedding certificate, now somewhat creased and worn, Mary Eaglesham nee Fletcher, on September 23rd, 1894, became the wife of Hugh E. Eaglesham, a teacher at Chifford, Ontario, some 95 miles west of Toronto. Three years later he enrolled as a student at Trinity Medical College, Toronto, and became the gold medalist scholar of 1902. One of Mrs. Eaglesham's treasured possessions is the diploma she received at that time. Upon receiving his degree, young Dr. Eaglesham went to the office of a former classmate, who wished to sell his practice in Syracuse, Nebraska, U.S.A.

Mrs. Eaglesham went to Toronto to be with her husband and began her life in the new land. It was not long after he got there, which turned out to be the east. The extreme heat of the summers in that checkerboard country of corn and wheat fields was vastly different from Ontario where at least the nights are cool. It is little wonder then, that on scanning a Canadian newspaper she saw an opening advertised in the West. While Mr. Eaglesham was steadily contacting his wife he suggested that they go to the West. His wife, however, seriously objected, conjuring up all sorts of reasons. She was to be around the country with scalping knives or hunting buffalo at a breakneck speed. Nevertheless, once the decision was made she proceeded to select the clothing she considered suitable for the North West Territories, long woolen underwear and fleece lined garments which would have been more appropriate in the land of the Eskimo. One day, as she was packing, she noticed a small package in the trunk. Mrs. Eaglesham opened the package and was disappointed to find a girl, realizing that last curl of smoke severed her connections with the old carefree life of her homeland. The one welcome sight as she stood on the windswept platform

was the familiar face of her husband, who, noting her look of dismay, hastened to assure her that he had procured living quarters for the family. This palatial residence had been secured over the Weyburn Security Company, then located in the corner of Second and Third where the Imperial Bank stands today. The Eagleshams had the centre room with their two children. The furniture consisted of a stove in the centre of the room and a folding bed. When the bed was made down, Mrs. Eaglesham recalls, all she had to do to put the kettle on in the morning was to reach over and pull it to the front of the stove.

The Connors, who were land agents, had the two back rooms and Dr. G. F. Moore, the new dental surgeon, had his office and living quarters at the front.

The next morning, shopping list in hand, she started forth to purchase supplies and as to doing had her first experience with gumbo. A few puns constituted the only sidewalk. These were slippery and one misstep was liable to land one up to their ankles in mud. Her own daughter, unable to cope with the situation, became hopelessly mired in the sticky mixture Mrs. Eaglesham managed to extricate her child, but the mud clinging to her clothes gradually disappeared from sight. Their search for a place to live continued until they found a place on Fifth Street. As soon as possible they had a house which they lived in for years, now the residence of James Gunn, 136 Fifth Street.

There were no phones in 1903 and people had to drive in miles through gumbo, sleet and rain if they needed a doctor. Dr. Eaglesham never refused a call, night or day. He kept seven horses and as soon as a call came, his driver would hitch a team to the buggy. If the weather were cold he wore a buffalo coat and Persian lamb cap, with two buffalo robes wrapped around him. Then, rain or shine, he would start off across the prairie, often having to go as far south as the Red River to get his horse and buggy, carry his supplies with him on his back. He was then about 31 years of age. Mrs. Eaglesham often made the trip with him as nurse assistant. She recalls one trip when they became utterly lost somewhere near Yellow Grass. They had made their call but lost the trail on their way home. Fortunately for them, a farmer who had been to the barn attending a sick cow, took this occasion to return to the house. His lantern making little arcs of light as he walked. She will never forget that glowing stove in the farm shack as they entered the door. They stayed until the morning light began to appear, then made their way safely home. Farmers often found Dr. Eaglesham's horses in a stall when they

went to the barn in the morning, their own teams missing. That meant that the doctor had needed a fresh team during the night and rather than disturb them had simply left his team for a rest and replaced it with a fresh one. The farmers neither complained nor objected never knowing when it might be their turn to need the doctor.

Often times he rode the scow to Redville, sometimes not returning for days. Other times he slept in a stack of hay, but why worry, that was the life of the pioneer doctor before this raw, young country became settled and the calls had to be made.

Dr. Eaglesham built his first hospital on Sixth Street. Miss Kellock, a graduate nurse, was his first matron. Water had to be hauled and conveniences were few and far between, nevertheless every one considered it a great step forward.

Many fine people settled in Weyburn and it was not long before at that time, never to be broken. In 1821 the Eagleshams sold the home to Dr. David Allen and moved to the city. At the climate did not agree with Mrs. Eaglesham and they spent some time in Calgary, Alberta. After departing for Europe to visit a son who they thought had the cholera and who had lived there ever since. Dr. Eaglesham was elected M.L.A. for the Weyburn constituency 1894-1898. His death occurred in 1898. The six Eaglesham children were sent to the United States of their own in various parts of Canada and the United States. Dr. Ferguson C. Eaglesham married Isabel Hillier and they make their home with Mrs. Mary Eaglesham on Connaught Heights.

THE ALLEN MCGILLIVRAYS 1899

Allen McGillivray, his wife, Margaret, and their seven children, arrived in Weyburn April 27th, 1899, from Quebec. With them was H. A. Greig, Mrs. McGillivray's brother.

Archibald McGillivray, now Reeve of the R.M. of Weyburn No. 67, was born in 1858, which made him around 40 years of age when they arrived in the district of Assiniboia. He chose the life of a farmer and lives south of Weyburn. On their arrival in 1899 it did not take him long to reconnoitre the entire settlement. There was a station, a water tank and one large tent which was the hastily constructed quarters of a few of Weyburn's future merchants. The McGillivrays brought out two cars of settlers' effects with them. Their lumber was cut and their houses ready to build. They completed the work on it in the fall. There were five rooms upstairs and three down with a lean-to kitchen. The hand-

made dining room table brought from Quebec is still in use at the McGillivray farm and Archie McGillivray prizes three chairs made of white hickory, with woven birch bark seats. When the family stepped off the train at Weyburn in 1899, they had nothing but their hand baggage. Accommodations were practically a part of the farm except at the station and the first found lodgings at Postmaster Hunt's cottage, down by the river. Later they made arrangements to live on the Pete Wilson ranch, where the ranch cabins are located today. The ranch house at that time was a three-room shack made of poplar poles and sodded.

Many young men travelled west in those days, seeking adventure, single, healthy and strong, but with very little appetite for their own cooking. Mrs. Allen McGillivray fed them all until she decided it would be more profitable to run a boarding house. Every one agreed and the McGills moved to the "Stephen's Home." The McGillivray home was located on Second Street near the site of the present Soo Hotel.

The McGillivray children had as their first teacher Frank Moffet. They attended school in the Methodist Church and when the McGills moved to the farm they were among the first pupils. The McGillivrays moved to their homestead in 1906 and from then on new interests filled their days.

There was little class distinction in pioneer days, everyone sharing alike. When the crops were good every one prospered when the crops were poor they had to make do with what they had or go without.

As more land was made ready for cultivation, larger crops were recorded. This upward sweep brought in the boom years of 1911, 1912 and 1913. The frame houses which had been sodded to keep out the cold began to disappear. The farmers as well as the townspeople built themselves fine homes of brick and stone. They planted trees and bought new automobiles and rural parlours increased and the time was near at hand when Weyburn would be incorporated as a city. Then came the outbreak of war and every thought was concentrated on the boys serving overseas.

Jim McGillivray had at one time been a professional football player and was studying at the University of Toronto when war was declared. He joined the 28th Battalion, now the Regina Rifles. Some 300 boys went overseas from this district and 16 or more were killed in action.

Jim McGillivray was wounded and spent considerable time in the hospital at Southend-On-Sea. On his return to

Canada he continued his studies at the University of Toronto, receiving his degree in 1926. On his return to Weyburn he entered into partnership with Dr. David A. Ier, who left for Europe in the spring of 1926, at which time Dr. Eaglesham, having returned from the coast, joined a partnership with Dr. J. E. McGilveray. For the past 31 years the practice has continued under the name of Eaglesham & McGilveray.

Jim McGilveray chose his profession well. As a physician of the people, he knows not only the people in his immediate district, but is familiarly known as Dr. Jim in every district contributory to this district.

Dr. J. E. McGilveray received his degree as Specialist in Surgery from the Royal College of Physicians and Surgeons.

Two of his sisters still make their home in Weyburn. Mrs. Cecelia Johnson of 411 Assiniboine Ave. and Mrs. W. A. Powerman of 448 Assiniboine.

SASKATCHEWAN HOSPITAL

The Saskatchewan Hospital is located on the north bank of the Souris River, SW 28-8-14 W2ed, just within the city limits. When built, the grounds were bare prairie and through the energetic work of the superintendent at that time, Dr. E. M. Mitchell, it was made into one of the beauty spots of southern Saskatchewan.

The hospital houses approximately 300 patients with a staff in the neighbourhood of 525. It also has a farm of slightly more than two sections which is well equipped with modern machinery.

The corner stone was laid in the summer of 1920 and the hospital was officially opened on the 23rd of December, 1921. Patients were transferred from the hospital at North Battleford and Dr. E. M. Mitchell, who was one of the pioneer doctors of the district, was appointed superintendent. Dr. A. D. Campbell was transferred from the hospital at North Battleford and appointed assistant superintendent.

Dr. E. M. Mitchell, retired late in 1929 and Dr. Campbell was appointed superintendent in February, 1930. Dr. Campbell was one of the leading psychiatrists in western Canada and, as often happens, it was an accident that placed him in this field.

However, under his capable and brilliant leadership, many new ideas were initiated. The much publicized psychi-

atric nursing training program was organized and started in this hospital by Dr. Campbell. In addition to the psychiatric and medical work, he also carried the full administrative load of the institution and was forced to superintend due to ill health shortly after the war.

Dr. F. S. Lawson assumed the superintendent's responsibilities on the 10th of April, 1947, and it was due to his ability and aggressiveness that the psychiatric training course was brought up to its present high standard.

The advanced Mental Health program was made possible because of the intense interest and drive of Premier T. C. Douglas, who was at that time also Minister of Public Health. The necessary funds were made available to assure success of the project.

The Saskatchewan Hospital, Weyburn, is recognized as one of the leading hospitals in the psychiatric field on the continent today.

Dr. F. S. Lawson was transferred to North Battleford as superintendent and later appointed director of Psychiatric Services, for the province.

Dr. A. R. Coulter, who was clinical director under Dr. Campbell and Dr. Lawson, was appointed superintendent on September 1st, 1948, and later transferred to Saskatchewan Hospital, North Battleford.

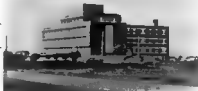
Dr. H. Osmond, who is from England, is the present superintendent, having been appointed October 1st, 1953.

WEYBURN GENERAL HOSPITAL

The Weyburn General Hospital was completed and opened in the fall of 1913, at a cost of \$55,000.00, financed by the then town of Weyburn and the R.M. of Weyburn No. 57. The first meeting of the Board of Governors is recorded as having been held on Nov. 25th, 1913, and the first patient admitted on December 11th, 1913.

A training school for nurses was operated from the beginning until 1938 and graduates from this school are still nursing in many parts of this country and the United States. The hospital was located on 19th Ave. South and is presently occupied by the Sisters of the Roman Catholic Church as a home for the aged under the name of Mt. St. Mary.

WEYBURN UNION HOSPITAL



After the discouraging years of the 1930's and with the advent of better economic times, improved roads and means of transportation, it became increasingly evident that the old building besides being outmoded was also far too small in size to accommodate the area served. A group of far sighted citizens worked unceasingly to remedy this condition with the result that the Weyburn Union Hospital District was formed and plans made to build a new hospital. It is impossible to pay personal tribute to the many men who contributed of their time and talents towards the organization of the plan. The Union Hospital District comprises the Rural Municipalities of Weyburn No. 57, Griffin No. 66, Wellington No. 37, Brokenhead No. 68,

Lemond No. 37, the Villages of Griffin, McDougall, Colgate, Goodwater and the City of Weyburn.

October 16th, 1952, saw the realization of their dreams when the Hon. T. C. Douglas, Premier of Saskatchewan, cut the ribbon and officially opened the new hospital for public inspection. The first patients to be admitted were those transferred from the old General Hospital and were admitted on October 20th.

The Union Hospital was built at a cost of \$400,000.00 and another \$250,000.00 was spent on equipment of the latest type. The building is as near fireproof construction as is possible and houses up-to-date Laboratory, Radiology, Surgery, Maternity, Pediatric and Out-Patient Departments.



CHILDREN'S WARD UNION HOSPITAL
"A YOUNG FELLOW'S PROJECT"



ROYDEN SCHULTZ—

Citizen of Weyburn, 1935

As along the Soo Line Golden Jubilee celebrations will be held this year of 1935. Estevan, Rouleau and Milestone were incorporated as towns in 1885 and that same year Royden Schultz, secretary of the Weyburn Agricultural Society and the Weyburn Chamber of Commerce, for the past nine years, arrived in Weyburn to become a member of the staff of the Union Bank, which since 1885 had concentrated on the advancement of farming interests in the west. The Union Bank in 1886 was considered one of the strongest banks in Canada and had opened a branch in Weyburn in 1903 with F. E. Harrison as manager, who was succeeded in 1904 by C. H. Hartley. The Royal Bank took over the Union Bank in 1908. Roy Schultz retained his position with the bank until 1913 when he opened an insurance office under the firm name of R. Schultz Agencies. He is past president of the Weyburn Rotary Club which was organized in 1906. His friendliness and willingness to donate of his time and money to every worthy cause is reflected in the position he holds today in the community of Weyburn.

Royden Schultz was born in Manitoba in 1883. His father the late Frank Schultz spent seven years as a teacher in the old Northfield School, three and one-half miles south of the present site of Wawanesa, Manitoba, then known as Old Millford, one of his pupils was Melvin MacDougall noted Canadian writer and parliamentarian. Frank Schultz was

born in Belleville, Ontario, moving to Manitoba in 1888.

In 1904, at the age of 21, Royden Schultz accepted a position as junior clerk in the Union Bank at Arcola, District of Assiniboia, at that time the end of the steel. He recalls settlers' effects being piled along the railroad track for more than a quarter of a mile. By 1906 he had been transferred to the Union Bank at Qu'Appelle, formerly known as Troy, on the main line of the C.P.R., just thirty-two miles east of Regina, then he was among the first to hear the glad news flashed over the wires in July, that Saskatchewan was to be officially proclaimed a Province on September 4th, 1906. Hotels and every available lodging place was being booked for the great occasion. Flags and bunting began to make their appearance as the decoration committees got their work under way, sheaves of golden wheat formed arches at street intersections, bands and pipers tuned up their instruments and practiced the old favourites. On the outskirts of the city, Indian villages mushroomed into being overnight slender tendrils of smoke curling lazily upward from the numerous campfires, while the canoe followers of the tribes joined in the general turmoil, creating a medley of sound which added zest to the occasion. Nevertheless on September 4th, the tribal chiefs and their followers appeared in their ceremonial robes, playing their role with a proud dignity, which is their ancient heritage, the magnificent feathered head-dresses of the tribal chiefs striking a brilliant note amidst the throng of homesteaders and visitors who lined the streets of Regina, all anxious to share in this epochal celebration marking a milestone in the history of the prairies. Roy Schultz recalls the only drawback was the gumbo, which in those early days seemed to menace every move chafing with a tenaciousness that was almost impossible to shake off, another amusing highlight of the day he said, was trying to figure out whether friend or foe lurked behind the popular beards which covered the faces of the male population. 1906 was indeed a colourful year in the pageantry of the prairies when Saskatchewan and Alberta officially took their places in the inner circle, as two great new provinces of the Dominion of Canada. Prime Minister Sir Wilfrid Laurier and Earl Gray, Governor-General of Canada were among the notables arriving in the city to take part in the inaugural ceremonies scheduled for September 4th, 1906. On that day the Honourable A. E. Fiset was sworn in as the first Lieutenant Governor of Saskatchewan.

First Families of Weyburn

As secretary of the Weyburn Agricultural Society and the Weyburn Chamber of Commerce for the past five years, Roy Schultz seems to have the complete history of these two organizations at his finger tips. Weyburn's first Board of Trade was formed in 1882. It was considered a nominal, nominal fee and this sum was then paid by the seventeen new members who attended the first meeting. Joseph Morgens was elected first president and F. B. Moffet, secretary-treasurer. In 1886 when Royden Schultz arrived, T. E. Blacklock was president and J. E. Fox secretary-treasurer. In 1890 the Weyburn Turf Club was organized, the track fenced and a pavilion erected at a cost of over \$4,000. With the fiftyth anniversary of this event in mind A. J. 'Monty' Adolphe, president of the Weyburn Agricultural Society and Royden Schultz as secretary have put forth every effort to make the fiftieth anniversary 1930 a memorable occasion. The first Agricultural fair was held in 1880 and in the past 47 years, this annual event has been made the focal point of the summer's activities. Weyburn is on the B Circuit, which is the largest continuous circuit on the North American continent. July 1, 2, 3, 4 will find more than ten thousand people converging upon Weyburn, weather conditions being favourable, for this is considered an average attendance for this yearly event. Horse racing (particulary) grandstand attractions, midway and stock parades are among the many features which await the visitors to the Fair. Farmers from all over southern Saskatchewan will vie with each other in taking home the winning ribbons on livestock of every breed and description. The ladies will win firsts, seconds and thirds on canned goods, baking and needlework. Some seventy-five Girl Club members will be guests of the Weyburn Agricultural Society at the Boys Camp, the agricultural society assuming the responsibility of billeting them, feeding them and allowing them free access to the Fair. An added attraction to the 1930 Exhibition is a genuine steam calypso, a rare find indeed, for this musical instrument employing steam whistles will delight the young and bring back memories to the older generation of those halcyon days which preceded the outbreak of war in 1914.

Memorial plaques on the two stone entrances leading into the grandstand will be unveiled. These bronze plaques are dedicated to the founders of the Weyburn Agricultural Society.

The 1930 Summer Fair will be officially opened by the Rt. Honourable J. G. Gardiner, Minister of Agriculture.

A PORTRAIT SKETCH OF THE WELLINGTON FOWLEYS

1892

(As related by Harold Powley and Ethel Powley Hart)

The Fowleys, Wm. H. Hunt, Peter Wilson and Jack Tart are recorded as the first arrivals in the Weyburn district in 1840.

Family homestead, treasured by Ethel Powley Hart, date back to the first days of settlement.

A coffee table she writes has been fashioned from the first organ brought to the district by her grandmother, who shipped it out from the east with their household effects.

A priceless old Mason and Reisch sample piano, which was purchased for the Waverley Hotel when her grandfather owned that pioneer hostelry in the early 1860's, is still in her possession. The cost of this instrument at date of purchase was \$550.00.

Harold Powley, a Jubilee visitor to Weyburn and Ethel's elder brother, describes his choice of the family treasures, which is none other than the first Western Stock Saddle brought in via in played by Wellington, William and Len Powley, who organized the first

and party in the district, traveling by democrat or buckboard and often times making the long trips on horseback.

Henry J. Powley and his son, Wellington, located their homesteads at the head of Douglas Puffer. The first papers issued for this district by the Alameda Land Registration Office in 1882 were for Wellington Powley's homestead. The latter located to the east of Weyburn, Wm. H. Hunt and Peter Wilson on the banks of the Souris River to the west. Fletcher Mathers, a son of the late Samuel Mathers, who purchased the Wilson Ranch, is the present owner.

Wellington Powley, who had interests back on the main line, did not take up residence until he moved his family over prior to the birth of their son, Elwood, in 1894, the first child born in the Weyburn district.

Ethel Powley Hart is a daughter of Wellington Powley and the only member of this large family who still resides in Weyburn. She married Gusle Hart, well known baseball and hockey enthusiast. Melrose Powley, the late Elwood

Powley's wife, is a postal clerk in the Weyburn post office. Her son is with the R.C.A.F. stationed in Nova Scotia. Harold is a frequent visitor from Burnaby, B.C., where he has made his home. Thomas, born the year war was declared, chose a business career and holds a responsible position with a firm in Calgary. R. W. Powley makes his home in Regina.

before the arrival of the settlers, especially the one of his dash to the station in the early morning hours to greet the new settlers he thought had arrived, only to find herds of buffalo piled along the track ready for shipment south. The tale was told of his men taking the buffalo bones for settlers' tents, provoking considerable mirth at his expense.

The Powleys were settlers from Owen Sound, Bruce County, Ontario. A few years after the war a line of the C.P.R. was completed, they travelled west with a wagon of settlers' effects and the first harness race horse to be brought into the district. They farmed at Qu'Appelle before seeking homesteads at Weyburn.

The arrival of Henrietta Root in became the bride of Wellington Powley changed the status quo of the Powley family. The young couple decided to remain at Qu'Appelle. As a dress designer in the east, Henrietta's knowledge of the North West Territories had been garnered from letters and press accounts. She found life on the prairies a novel experience until they decided to take up residence on their homestead, some miles south on the banks of the Souris River. This first trip across those endless miles was to be remembered as a record.

gophers which disappeared with a saucy mouse burrows and the mosquitoes which dotted in with their sword-like stingers. No other sign of life, with the exception of buffalo grass on the trails. She had been allotted the task of driving the wagon.

It was necessary to take off the wagon box and turn it over. Crawling under this makeshift shelter they were partially protected from the black swarms of mosquitoes which threatened to devour them alive. With their courage at low ebb and but five dollars to their names, they finally arrived at their homestead. A hastily constructed shed beckoned them shelter until their new frame house arrived, ordered previously and ready to assemble on arrival.

Ethel and Harold have only fond memories of the old frame house, as they spent their childhood days in this home near the banks of the Souris River, where the hospital farm is located today. They recall four rooms, two upstairs and two downstairs rooms, with a large porch. Hundreds of quarts of vegetables and meats. Sugar was purchased by the barrel, along with hundred pound sacks of flour. In their memories this home always remained the most fascinating room in the house. Fishing was their favorite pastime and they kept a tub of cold water filled with jacks and wall-eyed pike for their mother's use.

The Powleys were famous for their Clydes, Hackneys, Standard bred and Durham Shorthorns. The children learned to ride as soon as they could climb on a horse. Catching coyotes was great sport. These prairie wolves, when muzzled, were taken down with the dogs, which they hauled to their sleds and wagons racing them at great speed across the prairies. They became trappers of musk muskrats and the beaver bringing in the pelts which they tanned and sold for a good price. Tanned coyote hides, in their mother's nimble fingers, were fashioned into robes and winter coats. Ethel and Harold recall the encampment of Indians which arrived every spring and fall on their annual trek to Montana for the big Paw. They stayed each year. Fishing their tents on the outskirts of Weyburn or at the corner of Hunt's farm, their brief stay caused a flurry of excitement throughout the settlement.

The Powley children all attended the old stone school, walking to the village through snowshoes, sleet or rain, with the books in hand and their books in a strap which could be carried across their shoulder. Every homesteader's child has followed the same route. The 5.30 bell ringing its warning on the frosty morning air, of tardy warriors to be chafed against them if they delayed by the way.

But this all happened in an era long gone by and "The names they loved to hear have been carved for many a year on the tomb."

Year the original homestead Ethel has built four at cabins and a coffee bar on the old Pete Wilken Ranch, which today is practically within the city limits of Weyburn.

"Quotation from 'The Last Leaf' by Oliver Wendell Holmes.

GEORGE MURRAY, SURVEYOR OF THE SMO LINE, 1892

Establishes New Business on his 80th
Birthday

Frequently we hear "Life begins at 40," but George Murray of Weyburn decided to prove the fallacy of that statement by starting the Weyburn Greenhouse on his 80th birthday. That was nine years ago. Under his guidance and good management has continued to add new features to its growing trade and is today the Weyburn Florists and Greenhouse, supplying the district with bedding plants, cut flowers, wedding bouquets and floral arrangements of every description. The business extends as far north as Montmartre and as far south as the border. George Murray, at the age of 80, resides with his daughter, Isabel, who teaches at the Assiniboia School. A business manager has taken over much of the detail work, but George Murray still takes an active interest in the business.

A tree he planted on his 80th birthday is now taller than he is. On that same tree occasion festivities had been planned to celebrate the event. He was so busy with his tree planting it took considerable persuasion to coax him away from his work.

George Murray was born October 18th, 1867, at Strabane, Bruce County, Ontario. When a child years of age he moved to Shelburne, Ontario, to live with his grandparents. School days over he found it difficult to choose any specific vocation, due to ill health, which made strenuous work impossible. His doctor suggested a trip west to the District of Assiniboia. George Murray decided the doctor was indulging in a lot of humour, but when he was seriously told if he wanted to continue living he would have to live in the open, he decided to follow the doctor's advice, leaving for the North West Territories on the 12th of April, 1892. With him traveled a carload of horses he had undertaken to deliver at Melita, Manitoba. Under this arrangement his travelling expenses only came to \$15.00. On reaching Winnipeg they were transferred to the train leaving for Melita and the horses were safely delivered.

The C.P.R. construction crews were busily building road beds in 1892 and George Murray obtained work with the surveying crew. They completed 20 miles from Deloraine to Napaoka and continued with the work until that fall when they reached Yellow Grass. He recalls the only sign of habitation, when they passed through what is today the town of Esteron, was a red shack belonging to Arthur Kelly. George Murray's first partner on the Fred Ullyett, was engineer on the first

train that steamed into Esteron in July of 1892.

We find the magnetic pull which drew him back to Napaoka in the fall was a little dressmaker by the name of Edith M. Leggett. They were married in 1894.

That year he filed on a homestead five miles east of Napaoka. This, with his pre-emption quarter, gave him a half section which he sold in 1904 and moved to Weyburn on the promising Soo Line Real estate being the most profitable business of the district. He purchased an interest with Walter J. Jackson in the Weyburn Real Estate Land Agent in 1907. George Murray

and the firm became known as Murray & Kitchin. The following eight years were spent in the real estate business. When the government took over the privately owned liquor board stores in 1915 he became assistant manager at Weyburn. Prohibition days arrived shortly after that and he accepted a position in Ogema, as clerk in a general store, later purchasing a business of his own, known as Murray's Candy Kitchen and Restaurant, serving the finest food between Ogema and Assiniboia. When prohibition was voted out in 1923 he resumed his work with the liquor board store as assistant to J. A. Mitchell, vendor. Being a Liberal in politics he found himself on the wrong side of the fence when the Conservative government was voted in to power.

During the depression years J. A. Mitchell was manager of the relief department in Weyburn and once again George Murray became assistant manager.

More than half a century has passed since George Murray left his home in Ontario, District of Assiniboia, North West Territories. Besides his daughter, Isabel, he has a son, Lloyd Murray, traveller for the Willson Stationery Company, Edmonton, and another daughter, Gertrude, now supervisor of School Bread costs, Department of Education, Regina.

JAMES GUNN, 1896

James Gunn was born on March 2nd, 1874, in the County of Lanark, Ontario. In 1897, at the age of 22, he joined the "hundreds" travelling to the District of Assiniboia, North West Territories, with the intention of locating a homestead. The filing fee at that time was \$15.00.

The towns on the main line of the C.P.R. had developed into fair sized places and he obtained work with a contractor by the name of George Moody who was completing a store at Wabesey at that time a thriving village and the Judicial Centre, with a population of 400.

It was not until 1900 that he located

as well as a number of others, among a party of five who were making an excursion to the prairie. The party was in that district. They covered the whole cross country trip in a two-seated democrat and a horse and buggy. One member of the party was the late Hon. Charles Stewart, one-time Premier of Alberta, Minister of the Interior in the McKenna King cabinet who later became Chairman of the International Waterways Commission, between the United States and Canada. However on this first of George Moody, as a stone mason. The party followed the prairie trails to the edge of the Wabasca district. From there on there were no trails, nothing but virgin prairie land. They travelled by compass, using a homestead map put out by the Dominion government. They had supplied themselves with a week's provisions, which was a wise lot of foresight, as on their arrival in Weyburn, which at that time was just a siding. They found nothing but a railroad track and a station which was used as a section house by the section foreman and his four men. They bunked in the station house with the section men. The next day James Gunn located his homestead. The markers designating the Section, Range, Township and Meridian were placed at the four corners of each section. With George Moody through the winter and did not return to Weyburn until the fall of 1896.

James Gunn is descended from a long line of hardy pioneers. The first Gunn emigrated to Canada from Carleton Place near Dorchester in the north of Scotland in the early 1830's. He received a grant of land allotted the first settlers consisting of 100 acres and married Katherine McNab who had arrived with her parents from his home district in Scotland. Their first home was made of rough logs and the interior of the pioneer. The shingles were split by hand. This was James Gunn's grandfather and he used to carry a bushel of wheat on his back, walking 30 miles through the bush to Perth, Ontario, the nearest grist mill, in order to have it ground into flour. Deer and wild fowl were plentiful and in this manner they raised a family of six. John Gunn, father of James, was born on the 10th of June, 1845, and lived the life of a pioneer. He married Margaret Macdonald, who had emigrated with her folks from Scotland. They built a two-story house made of logs. Where grandfather Gunn had used axes, John Gunn worked with horses. Outside of this

small advancement there was little change. He used a working saw. The hay was cut with a scythe, the grain was threshed with a flail and cradled with a flanning mill. James Gunn was born on his father's farm. At the age of 12 he moved with his parents to Carleton Place, some 20 miles distant in the same district. It was at this place that the Gunns, father and son, worked for Carwell Thistle & MacKay, lumber dealers, with 75 men listed on the payroll. They sawed 450 logs a day and James worked six days during the summer months. He also recalls the old log school house and the box iron stove, shaped in a cylinder, with the logs being pushed in from the front end, radiating quite a heat in the centre of the room but leaving the outer edges with a sub zero temperature. In this manner he grew to manhood, making his first exciting train trip west.

James Gunn found many changes had taken place on his return to Weyburn in 1896. The village had grown and there arriving in the spring had shipped out prefabricated homes ready to put together on arrival. Some were farm homes, others village homes, stores and lumber yards were completed, a new post office built, where the Royal Bank stands today. Dr. R. M. Mitchell's drug store and dwelling combined was ready for plastering and the work was completed by George Moody assisted by James Gunn. In 1900 George Rocks of Estevan and Oliver Peacock, a local homesteader and stone mason, had the contract for building the ill fated Royal Hotel. James Gunn worked for the contractors. The building was up two storeys by the first of September, when torrential fall rains flooded the town, keeping up a continuous downpour for three days and nights without abating. The harassed contractors watched the rain undermine their summer's work. Before the rains ended the partying commenced building up the walls and the walls crumbled before their eyes into the lake of water which lapped around it.

James Gunn worked on the first stone school which was built in 1900 by George Rocks and Oliver Peacock. A social gathering held in the new stone school was the first of its kind in the town. In January, 1901, James Gunn met Jean Monteith, newly arrived from Barrie, Ontario. This meeting rapidly developed into a romance and little was seen of James around the village. To locate him one would have to travel to his homestead where he was engaged in starting farming operations and putting the finishing touches to a new house. The marriage took place December 14th, 1904,

and the Ganns celebrated their 50th wedding anniversary December 14, 1944.

In 1922 James Gunn was in partnership with Waldo Shupe and was with the I.H.C. dealership in Weyburn. In 1924 this partnership was dissolved and the firm became known as Gunn & McArthur 1924-1927.

The depression years or the Dirty Thirties as they were frequently labelled, wrought havoc with businessmen and farmers alike. People with large holdings of land were forced to mortgage their property to the hilt in order to tide them over until rain and a good crop would once again bless the land. Saskatchewan was tagged "the land of tomorrow". For 10 long years the farmers scanned the sky with anxious eyes. Clouds appeared and a breathless expectancy filled the air, but not a drop of rain fell. Dust storms, thistles and grasshoppers were the lot of the stricken farmer for nearly a decade. Dozens of farmers boarded up their homes and left the farm to the thistles and the endless whirling dust. Others moved north, but those who stayed once again reaped the benefits poured into their granaries by a repentant Mother Nature. By 1940, bountiful harvests were filling the elevators and grain was in such demand that there was a shortage of human undertaker. Later, out graciously rewarding those who kept faith with her.

In 1927 Waldo Shupe came into the partnership. I.H.C. closed their Weyburn branch, September, 1927, and in 1928 Gunn and Shupe took over and were given the repair transfer for the South-eastern District. In 1940 James Gunn retired, but continues to make his home in Weyburn.

WALDO M. SHUPE

1890-1960

In 1924 the partnership of Gunn and Shupe, I.H.C. dealers, was dissolved on James Gunn's retirement from the business. The firm continued under the name of W Shupe & Sons Gaylen and Blaine, having completed their education, entered into partnership with their father. The firm handles International Harvester farm machinery, Nash cars and Armstrong tires.

Waldo M. Shupe was born in Lost Springs, Kansas, in 1892. His father, Meeno Shupe, was born in Ontario and had extensive holdings of land in Alberta and Saskatchewan. Real estate and oil development was his business and in the years 1906 to 1914 he had 34 sections of land in southern Saskatchewan, extending all the way from Wilcox to Carleton Place. He made frequent trips from his home in Kansas to Canada, promoting excursions and bringing up prospec-

tive buyers. Waldo Shupe married Iva York from his home town in Lost Springs, Kansas and in 1912 took over one of his father's farms at Macoun, Saskatchewan. He farmed a section of land and when he first started farming, used horses. He recalls his first tractor called the Big Mogul put out by the McCormack-Deering people. It was very cumbersome and hard to handle. He remembers it was not until 1921 when the big 15-30's and 10-20's were introduced that tractor farming became feasible. Wheat averaged 35 to 40 bushels an acre in 1915. In 1925 Waldo Shupe took over the dealership for the I.H.C. at Radville, where he spent the following three years. 1925, 1926 and 1927 were banner years, wheat yields being extremely good. In 1928 he moved to Gaylen and took over the I.H.C. dealership at that point. For the next 10 years he lived through the depression one way or another. The depression years brought everything to a stand still in the implement business. Sales dropped to practically nothing. Most of the farmers who could afford to left the country. The rest were on government relief. It wasn't until 1939 that hopes revived and business took an upward trend. A new line of tractors and combines were introduced. Considerable custom work was done, one man owning the combine and doing the work for his neighborhood or district. Today 90 per cent of the farmers own their own combines and over 75 per cent of the farmers in the Weyburn district have rural electrification and use power farm machinery. Farmers were just beginning to use mechanized implements in 1915. Today almost every house in the fields.

Waldo Shupe entered into partnership with James Gunn of Weyburn in 1934. The firm was known as Gunn and Shupe. For the next 12 years they became well known throughout the district and in 1946, at the retirement of James Gunn, the firm name was changed to W Shupe & Sons, I.H.C. dealers.

RALPH C. ANDROS

1890

(Colonel Ralph C. Andros, First World War, commanding the C.M.E. Co.)

One time member of the N.W.M.P., soldier and rancher, this man had a colorful and varied career. He enlisted in the South African or Boer War and came home a major. The record of his trek from Indian Head to the Weyburn district marshalling a contingent of homesteaders to the promised land in the wooded Brokenhill district, south-west of Weyburn, reminds one of Moses leading the children of Israel out of

Egypt into the promised land. Camping on the banks of the Wascana (or Fife O'Homes Creek), before continuing their journey south into this virgin wilderness. This event occurred in the spring of 1899 and is said to be the largest number of settlers to leave Indian Head at any one time. Married or single, they joined the party. Each one brought a walking plow, cattle, swine and other livestock they happened to fancy. Covered wagons for the women folk, wagons, buckboards and as many of their household effects as they could handle. There are still old time settlers who recall making the trip. W. S. McTaggart was one of the party and has written several good accounts of the trip. He also recalls Weyburn where he worked as a carpenter with Wm. Hudson, describing it as follows: "The main street at that time appeared to be all slough, with one large slough extending the full south half of the block." According to W. S. McTaggart the building boom was on in Indian Head and the young men who had come west on harvest excursions were anxious to locate land in a good district. Dr. Hume's brother, William, had settled west of the Weyburn Siding in 1892, the same one who became Weyburn's first postmaster in the dugout by the grave pit. He had written his brother glowing accounts of the district and in this manner Dr. Hume became a booster for the south country. Associated with him in this boosting campaign was Ralph Andres, who had recently resigned from the North West Mounted Police and considered taking up ranching.

He suggested, teasing a friend, to agree to abide by that decision. Naturally the south country won. Ralph Andres and two others were appointed to make a tour of inspection. If they found the locality satisfactory they were to make entries for the rest of them at the Dominion Land Company in Estevan. Their expenses were pooled and paid by the rest of the land seekers. In this manner much of the Brackenfield district was settled. Major Andres, in partnership with Lawrence Livingstone, became horse ranchers on a large scale keeping around 500 horses at their Brackenfield ranch. They had show and sale barns in Weyburn and Major Andres built a fine creek residence, in what is now the Saskatchewan Hospital grounds. The house is still used by members of the staff. The large rooms and lofty ceilings are typical of the gracious homes built in an earlier day. Mrs. Andres is remembered as a very kind and generous lady. When the First World War broke out Major Andres left for active duty overseas. He was made a Colonel and commanded the First Canadian Mounted Rifles. After the war Colonel Andres

made his home at the coast where he died in recent years.

THE TOURIGNYs, 1899

Emil and David Tourigny were settlers from the old French town of Three Rivers, Quebec, arriving in Walsley in 1896, with their father and mother, who homesteaded four miles west of this small main line village. During the Red Rebellion they hauled supplies for General Middleton's army. David was 18 years of age at that time and his brother Francis, a year or so older, assisted in the work for the Weyburn district, locating the homesteads of the Tourigny family south of Weyburn.

The first Holy Sacrifice of the Mass was offered by Father J. Howard on August 10, 1896, when about 100 people were present, among which were the Engles, Fishers, Probes, Robins, Thomases and Vandendremche. David Tourigny married and raised a family of six children, all educated in Weyburn. Three of his daughters became Sisters, his son, David, is now a professor in the Catholic Seminary, Spokane, Washington, two of his daughters married. He sold his homestead and bought a section of land where the present airport now stands. He discontinued farming in 1914 and moved to Vancouver, where he died in 1934. He was buried in Weyburn.

His brother Emil married Bertha Langger in 1893, an aunt of Ernest Langger, at present town clerk of Gravelbourg. He filed an homestead at Walsley and then moved to Lebert where he had charge of the Farm School for the Indian Industrial School. Later he purchased a farm nine miles north of Qu'Appelle, close to the old Tom Curren half way house, which at one time was the post office and the stopping place for the stage, breaking their long trips. In 1921 Emil rented Dave's farm and raised 11 children in his family of which Bruce and Gilbert Tourigny of the Tourigny Distributors are well known businessmen. At the age of 27 in 1923 Bruce started in the farm implement business working for Frank Robbitt. In 1923 he started in business for himself as agent for the E.A. Oil and John Deere dealer. In 1944 he entered into partnership with his brother Gilbert under the firm name of Tourigny Distributors. Bruce Tourigny has great faith in the Weyburn district and has invested in the farm implements in this district runs into well over \$1,000,000. As far as he is concerned there is no better distributing centre in Saskatchewan.



HERBERT A. STAVELEY

THE STAVELEYS, 1901

Herbert A. Staveley, pioneer settler, and prominent businessman of Weyburn from 1901 to 1948, was born in Tracer, Iowa, October 4th, 1877.

Shortly after completing his education he travelled to the north-western States of the Dominion American Land Company, with head office at Waterloo, Iowa. His first trip in 1901 was made ostensibly to form some idea of the soil and its possibilities as a land promotion project. Many of the farmers and businessmen in the mid-western States were eager to buy good land in the District of Assiniboia. Some of the farmers who he had reached their ears and they were anxious to know more about it. His findings were evidently favourable as the first coach of settlers to arrive from the States in 1901 was sent up by the Dominion American Land Company.

Herbert Staveley returned to Weyburn in 1902 to take over the management of the Dominion Land Company office. Numerous trains arrived every two weeks. They were greeted on arrival by H. A. Staveley who made arrangements for rigs to take them on inspection tours, ranging as far north as Beauvais. Having located their land the buyers would then return to the States, sending up farm machinery, horses, cattle and household effects. Considerations and friendly, Herbert Staveley did much toward

cementing a friendly relationship between the pioneer settlers of the district and their new American neighbours. In this manner hundreds of good, reliable farmers were established throughout the district.

In 1904 Herbert Staveley made a trip to his home town in Iowa, returning to Weyburn July 11th, 1904, with his bride, the former Edna Canfield a classmate of school days. They stopped at the Royal Hotel, then operated by W. T. McKenna.

Mrs. Staveley has never forgotten her first impressions of her new town with its grand main street, gaslit sidewalks, gorgeous sunsets and the indescribable Northern Lights, which she watched for hours as they flickered and flashed across the sky. Not a tree, not a bush, just one vast lonely stretch of prairie land, but she learned to love it. On returning to Iowa that fall where she stayed until their eldest son was born, she recalls how lonesome she became for the prairies, as she walked the tree-shaded streets of her home town at night, she was certain fearful shadows lurked and stalked her behind each towering tree.

The Staveleys returned to Weyburn to stay in 1906 and built their first home, a frame house, on Foster Street. Spending their summers in Canada, they would return to Iowa for the winter months. But as the children arrived, there were few, the long tiresome train trip became a trial of endurance and eventually they spent the year round in Canada.

In 1908 H. A. Staveley opened his own real estate office, managing some 125 farms for absentee land owners. He moved into the real estate office built by Thomas Harvey.

H. A. Staveley enjoyed the sport of hunting coyotes or the prairie wolf and usually kept three Russian wolf hounds. With these by his side he would roam the country side, bringing home mangled pelts as evidence of his skill. During the game bird season the town was completely emptied of its men power, as the hunters travelled far and wide bagging enough grouse, Canada geese, wild ducks and other water fowl to grace many a festive board on their return. Big game hunting was popular and parties were formed for trips to northern Manitoba where the elk and the moose were plentiful.

Herbert Staveley enthusiastically sponsored junior baseball and the Beaver Hockey Club of which he was president. As a churchman he was Presbyterian. He was intensely interested in Weyburn and had great faith in its future.

The Staveley's first car was a continual source of amusement to the family as well as the townspeople. Making the trip

to Minneapolis with Dr. G. M. Bowman in 1904, the pair returned with two open top models and the latest in motoring outfits, driving through Weyburn at 20 miles an hour, they managed to stop them within walking distance of their home. When Dr. Bowman and Mrs. Staveley found them out in the yard, with parts of every description lying around them. One of the town mechanics helped them re-assemble the pieces. In explanation they simply stated they wanted to see what made them go. Car owners of that era had a notion when they started out whether they were going to get back or not. The men would do the power trains and joggling over the rough roads something invariably fell off, often times a vital part of the car which was impossible to replace. They had to be cranked and the radiator caps would shoot high into the air. The tires had to be pumped up with a hand pump. No lady ever took the wheel in those days; it was all she could do to hang on to her hat. Dr. Eaglesham was taught how to drive his first car but they forgot to teach him how to stop it, so he generally kept on going until he ran out of gas. Due to this short sighted procedure on the part of the engineers, he preferred his team when in a hurry.

During the building boom, Staveleys of the big houses where Mrs. Staveley still resides. Those homes of 1912, with their lofty ceilings, fireplaces and huge yards with lawns clipped as smooth as velvet are simply priceless. Water and sewage had just been installed in 1912 and all the new homes had at least one bath room if not two or three.

Edna Canfield Staveley is the descendant of an old American family. The first Canfield having arrived in Massachusetts in 1628, six years after the Pilgrims landed at Plymouth Rock in 1620. The Canfields settled in Vermont and for the next two hundred years promoted the growth of the Green Mountain State. One hundred years ago, in the 1850s, members of the Canfield family moved to Iowa and for the next hundred years were to take a prominent role in building up that lovely Little State with its corn and wheat fields, reminding one of a patchwork quilt.

Roderic, Jean, Harold and Jun, the four Staveley children, grew up in Weyburn, attending public school and college.

J. H. (Jun) Staveley is the present Mayor of Weyburn and the second native born man to be elected to this office. He came to Weyburn in his father's footsteps entering his father's office on completing his education. He married a Radcliffe Girl in 1946, formerly Laura Phillips.



J. H. "JUN" STAVELEY
Mayor of Weyburn

At his father's death in 1944, "Jun" took over complete management of the business. Friendly and conscientious in his dealings with his fellow men, he is highly esteemed by the citizens of Weyburn. J. H. Staveley is a Rotarian, a Mason, an Elder in the Presbyterian Church and has been an active member of the Young Fellow's Club, a Weyburn Club, with some 40 members dedicated to the promotion of their city.

J. H. Staveley is not only active in community work HE NEVER STOPS.

THOMAS H. HILLIER, Q.C., 1902

Two prominent young barristers, Thomas H. Hillier and O. B. Black, arrived in Weyburn in 1902 to establish the law firm of Black and Hillier, with offices in the McKinnon Block. O. B. Black is credited with receiving one of Saskatchewan's first appointments as King's Counsel.

Norman F. Black, a cousin of O. B. Black, was a teacher at Weyburn's first stone school in 1906. His History of Saskatchewan, published in 1913, is a monumental tome covering every phase of Saskatchewan's history up to that time. The history was published in two volumes and Norman F. Black spent 10 years gathering and compiling the material. During Regina's destructive cyclone of 1912, the manuscript very nearly reached an untimely end but was fortunately saved.

Thomas H. Hillier was born in Toronto the 24th day of October, 1872. His

attended Upper Canada College and received his B.A. degree from Toronto University in 1896. Prior to settling in Weyburn he had practiced in Toronto and in Fergus, Ontario. In 1902 he became associated in practice with Oliver Steele Black of Weyburn and for the past 53 years has contributed greatly to the promotion and growth of that city. In 1920 the firm became known as Black-Millar & Goets.

Thomas H. Millar made a trip east in 1906 and returned with his bride, the former Grace Janet Wells of Toronto. Their first home was at 222 1/2th Street. Their three children, James, Eleanor and Isabel, were born in Weyburn and attended the Weyburn schools. Eleanor, now Mrs. Lucie Daly, resides in Vancouver, James makes his home in Hamilton and Isabel became the wife of Dr. Fergus C. Kiplingham of Weyburn.

During the building boom of 1912 the Millars built one of Weyburn's fine new homes, a 14-room, three-story dwelling with two bath rooms, gleaming hard wood floors and oak paneled rooms. At the death of Mrs. Millar in 1948, this gracious home, which housed so many happy memories, was sold and is now the nurses' residence for the Weyburn Union Hospital.

The year 1945, Thomas H. Millar, having reached his 82nd milestone, decided to retire. For the past 42 years he has handled much of the legal practice for the Weyburn district and is now content to let the younger generation take over.

NEWSPAPERS & PUBLICATIONS

The Weyburn Review—

E. G. Quick, Publisher & Editor.

October 3rd, 1902, T. H. Blacklock turned in the 49th year of the Weyburn Herald, Weyburn's pioneer newspaper. The news was edited off a hand press from the new printing office in the Cummings building on Main Street. Press room and living quarters were combined as the new editor slept on a cot in the rear.

Between 1902 and 1918 several changes occurred. T. H. Blacklock discontinued the Weyburn Herald and left for Ottawa, a new paper was established known as the Weyburn Review with T. M. Marshall as editor. In 1912 T. M. Marshall sold the paper to Hugh McCullough, who carried on its tradition until 1926, when it was purchased by E. G. Quick, a capable newspaper man with years of experience in the field of journalism. In the past 36 years E. G. Quick has built up the Weyburn Review from a 4 column 8 page paper, to one of the top ranking weekly newspapers of Saskatchewan and with his friendly, unassuming manner has created a niche for himself in the

Weyburn community which would be "high impossible" for a lesser man to fill.

Edward G. Quick was born in the Channel Islands, attending the Devon County School, a boarding school for boys near Barnstable. Glowing press reports of the sand boom in the District of Assiniboia brought E. G. Quick to Canada in 1895, the year Saskatchewan attained the status of a province, spending some time in Winnipeg on his arrival, he then travelled west to Regina, where he joined the Leader-Post staff. He recalls W. F. Kerr, at that time managing editor, as well as others of the staff personnel, who through their kindness and good fellowship helped him to become acclimatized to this new country and its ways. Desirous of furthering his knowledge of the west he moved to Calgary, where he continued with his newspaper work until 1904, when he fled on a homestead in the Calgary Registration District. While homesteading he learned to use a sulky plow, to milk a cow and to worry about rust, gophers and grasshoppers, albeit there were brighter times when the harvest moon shone on his fields of ripening grain and he knew he would not have to borrow money from the bank to tide him over the winter months. These various experiences while educational were merely stepping stones leading him back to the work he loved and knew best, to that familiar atmosphere of ink-pots, rolling presses and jangling telephones, which to a newspaper man is an inspiring symphony of sound, enabling him to bring good news to the good people of his community.

EM-SEE-KAY FUR RANCH WEYBURN, SASK.

Orrville Griffin, owner of the Em-See-Kay Fur Ranch, is a grandson of Neil D. McKinnon, who established the ranch in 1880.

Orrville Griffin is president of the Saskatchewan Fur Breeders' Association, term of office, two years, 1945-1946. He is a director of Canada Milk, a Dominion wide organization, with annual showings throughout Europe. Canadian milk is well received abroad, as the Europeans buyers recognize their superior quality.

At the first International Live Stock Show held in Regina, Exhibition Auditorium, 1944, the Em-See-Kay Royal Fawns were awarded the championship tag.

The Em-See-Kay herd now numbers around 2,000. Rigidly culled and graded annually, the breeding stock is carefully selected from the finest in the herd. The remainder of the herd is then culled and the pelts sold at public auction.

Neil D. McKinnon, Orrville's grandfather, was a pioneer merchant of Weyburn.



ORVILLE GRIFFIN, Grandson of Neil D. McKinnon

THE HISTORY OF THE McKINNON COMPANY, 1902-1944

In 1902 N. D. McKinnon, who was to become known as Weyburn's Merchant Prince, opened a small general store with two clerks as staff. The first store was a wooden frame building on Third Street. The population of Weyburn at that time was around 150. McKinnon's store grew with the west and in 1906 it was found necessary to enlarge the premises, extending the frontage and adding another floor. By 1908 this building became much too small to accommodate the expanding business. Once again the contractors, painters and decorators went to work, this time a handsome brick structure took the place of the old frame building and became known as the McKinnon Block. These premises are now occupied by McBride's Store, Wheeler's Billiard Parlor and the Lounge Barber Shop. The green blinds when lowered still show the name McKinnon's in large block letters. By 1912, with the growth of Weyburn, Neil McKinnon had earned his title of Merchant Prince and decided to live up to it. In March of that year a contract was let for a three-story building to be built at the corner of Souris Avenue and Third Street, building costs amounting to \$100,000.00. This magnificent structure was equipped with every modern convenience including freight

and passenger elevators, an innovation unheard of in this part of the country at that time. When stocked and ready for opening day it became known as the finest departmental store west of Winnipeg. That year his son, Norman, became a partner in the business, which was to be conducted as a retail and mail order house. Under this new partnership the name was changed to the McKinnon Company. Over 100 people were listed on the payroll and the store did a thriving business throughout southeastern Saskatchewan. N. D. McKinnon served as Mayor of the town and took an active part in the Board of Trade.

Prior to moving to the District of Assiniboia, Neil D. McKinnon was a general merchant of Creemore, Grey County, Ontario, where he had been established for many years. He made his first trip west in the fall of 1901 to select his site and make arrangements for the building of his first store. Returning to Grey County that fall he conversed with fellow travellers on the train who advised him against the move as in their estimation this barren headless prairie would never produce anything. He often recalled this conversation, as in the next 30 years this prairie wilderness

was to become the greatest wheat producing country in the world. His son, Norman, was born in Ontario and educated at Harvard College, Ontario. In the spring of 1902 Norman travelled west bringing out their first car of settlers' effects. The store was completed and stocked and ready to start business when his father arrived. Orville Griffin's mother recalls the McKinnon's first residence was built practically in the rural section, although today it would be right in the heart of Weyburn. She remembers those horse and buggy days. In 1904, when Norman had two daughters in the McKinnon family. Norman McKinnon, the youngest daughter, is now secretary for the Urological Specialists, 802 Medical & Dental Bldg., Regina. Mrs. Allie Griffin, the eldest daughter, and Orville's mother, is librarian at the Weyburn Public Library.

Neil D. McKinnon died in 1944. His son, Norman, took over management of the business. At his death, which occurred in 1944, the store was sold to the Weyburn Co-operative Association and under the cooperative management of A. J. B. Macgregor, a well known department store manager, Weyburn, Saskatchewan.



R. C. SUTHERLAND

ROBERT C. SUTHERLAND, 1903

At the age of 73, R. C. Sutherland recalls the 34 years he has spent as a resident of Weyburn. The good times and the bad have merged together to form a composite picture of Weyburn. Its growth from a small, straggling village, without a tree or shrub to bloom 34 years ago, to the prosperous, modern city it is today.

Robert Sutherland was born April 29, 1903, at Orangeville, Ontario, moving to Toronto with his parents some six years later. School days were started there and he was a member of the Ontario team, as he was highly privileged to rise the change of horses to and from the car horns. A favourite memory is of the old Russell House, a large frame building which was the headquarters of the team. A coloured Mammy was in charge of the culinary department at this famous old hostelry and was always willing to give out liberal hand-outs in the pantry line, which young Robert in turn passed on to the foot blacks, thereby getting his shoes shined free of charge.

The Sutherlands next move was to Whiston, Minnesota, where they remained until the spring of 1902, when his father Robert Middleton Sutherland made a trip to Canada with Tom Robinson and Harry Walsh. Realizing the future of the West, Robinson and Walsh bought the Royal Hotel from Dan Pretty Robert's father immediately wrote home advising his wife and son to sell everything and join him at Weyburn. Young Bob enthusiastically started packing. Sending his mother on by train, he followed in a settlers' car, bringing with him two ponies, their furniture and a team and wagon for the Canadian Investment Company. His father in the meantime had located two quarter sections of land.

On arrival at the Royal, where his uncles, Tom Robinson and Harry Walsh, were the new owners, he looked out the window and saw an elevator, the stock yards across the tracks and the C.P.R. station. Outside of that there was nothing but an endless stretch of prairie land, with a stream running east and west to the south of the tracks. This he later learned was the Souris River. In the west the sun was just sinking below the horizon, like a molten ball of fire, with a diffusion of colours radiating in every direction. Like countless other travellers he watched this fascinating display of colours until the sun dipped out of sight. The prairie sunset is a sight never to be forgotten and has made Saskatchewan famous. He never forgot his first glimpse of the Northern Lights as he watched those shimmering ribbons of light weave their way through the heavens, coming at times to touch the very roof tops.

Early the next morning Robert made a sight-seeing tour of his new home. There were no sidewalks to speak of and the streets were muddy. Gumbo was a new experience and he was to learn that even the bare yard fowl could become hopelessly mired in this tricky substance, let alone human beings.

wagons and buggies. That first day he passed the stores and business places of people who were to become his life long friends and he found that nearly all of them had either just opened up or had been here but a short while. McKinnon's General Store, Freeland's Grocery, Tucker's Hardware & Implements, Matheson's General Store, Wm Hunt's home and post office combined, Dr E. M. Mitchell's drug store where the Co-op store stands today. These last four places he learned were veterans from 1899. The next place belonged to Jack C. Conning, Furniture and Jewellery. On Third was the Waverley Hotel, a wooden structure consisting of 10 or 12 rooms. He met Jack Mitchell who had the Massey-Harris Farm Implement Agency and found he was talking to one of the un-migrants who were the first to land in Weyburn in April, 1899.

He stopped in at the Weyburn Herald and chatted with Tom Blacklock, who had started the first paper that year and had a hand press, which rolled out the local news. Tom stood in the back end of the printing office. Continuing his tour of inspection he came to Hara & McLeod's, a small store, then down to Maggie McGee's dressmaking shop & Queen's Hotel, etc.

The Methodist Church, the first church built in Weyburn, was a small wooden structure. There were a few nice dwellings. Thomas Tucker had built a stone house and the Horns had quite an imposing dwelling for those days. On the corner where the See Hotel now stands was the carpenter shop. He saw several refin' uprights outside the shop and learned later the carpenter was also the refin' maker. McGillivray's boarding house was next door and was referred to as the Orphan's Home, as Mrs. Allen McGillivray was known to feed every one who arrived looking hungry. Many of them were Americans and a few from Europe and her marvelous home cooking was greatly appreciated, needless to say they were almost invariably half starved. Just back of the Royal Hotel was Dan Preddy's livery stable. This old stone barn was a landmark for many years. Bob's final stop was at John Knowling's lumber yard. The pioneer lumber merchant of the district and young Bob were to become staunch friends and every Christmas Robert Sutherland remembered to send a card from John Knowling's daughter to him. He then rode out to the airport & it was about brought him back to the Horns and he met Alex Mitchell, the pioneer blacksmith, to see another day.

W. T. McKinnon, an uncle of Dannie McKinnon, owner of the Orphanism then Mr. Estevan, purchased the Royal Hotel in 1899 and remodelled some Robinson

& Walsh then became wholesale liquor dealers. They continued in this line until 1915 when the government took over the liquor stores.

Robinson & Walsh were inveterate builders, their interests were varied and they liked new projects. In 1909 they built the See Hotel, costing in the neighborhood of \$25,000, including cement sidewalks, etc., but not including the heating plant. Robert Sutherland still has the completed invoice dated Nov. 22, 1909, which he showed the writer. Thompson - McLeod leased the hotel that year and was the sole tenant for the next 40 years. An ironical note creeps into the records at this point. In 1948 McLeod decided to purchase the hotel outright. His death occurred shortly after the transaction was completed and Mrs. McLeod sold the hotel to the present owner, Anthony Krutens.

In 1912 Robinson & Walsh built the Hi-Art Theatre and Robert Sutherland was made manager in May, 1911, having spent the years between 1914 and 1931 at the coast where he was interested in a manufacturing concern. The Hi-Art Theatre was operated as an independent theatre until 1929 when a partnership was entered into with Famous Players. This arrangement continued until the 1st of April, 1936, when Robert Sutherland died. He was buried and retired. He now resides at 419 Qu'Appelle Street, Weyburn.

Louise Estelle Sutherland passed away on Feb. 12th, 1943. The four Sutherland children are now married and have homes of their own.

Gertrude married D. E. Williams, at present Chief Inspector of Theatres for Saskatchewan.

Allen married M. B. Sharp, Staff Sergeant for the R.C.M.P., Regina.

Marion is the wife of M. Orville Griffin, owner of the Km-Soo-Kay Fur Ranch, Weyburn.

Harold C. Sutherland is Inspector of Theatres, Weyburn.

On retirement Thomas Robinson and Harry Walsh, partners for over 50 years, spent much of their time traveling, wintering in Florida and California. They would return to Weyburn for the summer months as they retained a suite at the See Hotel, which they made their permanent home. They both lived to be well over eighty and as the twilight of their years drew near Robert Sutherland engaged trained nurses to care for them. They died within a year of each other. Thomas Robinson in April, 1943, and Harry Walsh in December 1948. With their passing, this modern version of a 20th century Damon & Pythias friendship was brought to a close.



Em-See-Kay Fur Ranch. Weyburn

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Em-See-Kay Fur Ranch

ORVILLE GRIFFIN, Proprietor

CLARE ROBINS, Manager

WEYBURN - PHONE 2379 - SASKATCHEWAN

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MANUFACTURERS OF

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WEYBURN

SASKATCHEWAN

Weyburn's new industry, The Western Wire & Cable Co. Ltd., was officially opened by Premier T. C. Douglas June 1st, 1956. Canadian head office for this firm is located at Edmonton, Alberta. J. E. Termuende, President of the firm, and J. A. Kippan, Vice-President, were in Weyburn for the official opening. This will be the firm's first business venture on the prairies and the first plant of its type to manufacture wire and cable in Saskatchewan.

The Western Wire & Cable Co. Ltd. have taken over Hangar No. 3 at the airport with two acres of land adjoining, the building measures 40,000 square feet. The annual production of the plant will run in excess of 3,000,000 lbs. aluminum conductor and 1,000,000 lbs. copper, the plant will produce various types of electrical conductor wire for use in power and telephone transmission as well as commercial usage. It is estimated that the whole prairie market for wire can be economically supplied from the Weyburn plant, which will employ around 30 skilled workers.

The Western Wire & Cable Co. Ltd. is scheduled to produce wire for power distribution throughout Saskatchewan, Alberta and Manitoba, with plants and offices at Edmonton, Vancouver and Weyburn.

J. E. Termuende, President, and J. A. Kippan, Vice-President, are both sons of pioneer settlers who helped build the town of Russell, Manitoba. J. A. Kippan's grandfather, Alexander Waddell, on his mother's side, was a pioneer of The Red River Valley Settlement and his maternal grandmother was the first white woman to settle on the Roseau River some 60 miles south of Winnipeg, near Emerson, Manitoba. One of J. A. Kippan's cherished possessions is the "Peace Pipe" presented to his grandmother by the Chief of the Roseau Indians, of very fine craftsmanship, this pipe is made of stone with metal inserts. J. E. Termuende's grandparents were originally from Chicago, Illinois, moving to Canada in the late 1880's.

Weyburn Directory

Population 7,616

MAYOR—J. M. Staveley

CITY CLERK & TREAS.—H. J. Small

ALDERMEN 1937 Wm. Abella, Milton Slesak, Mrs. Lucille Zabel, A. W. Nickle, T. J. Lange, James A. Campbell

R.C.M.P.—(Multiple Detachment City, Rural, and Highway Patrol, Sgt. E. F. Cunningham in charge, City Hall

FIRE CHIEF G. M. Beach

CITY ENGINEER—W. L. Sharpe

ELECTRICAL SUPT. R. A. Harris

SANITARY INSPECTOR—Albert E. Hill

CITY SOLICITOR—J. W. W. Graham

AGENT FOR ATTORNEY GENERAL—J. W. W. Graham

POSTMASTER J. M. McCosmoachre

C.N.R. STATION AGENT D. B. Dwyer

C.P.R. STATION AGENT—G. S. Perry, (tickets), G. L. Walmsley, asst. supt.

DISTRICT COURT JUDGE—His Honour J. W. Thompson

CLERK OF THE DISTRICT COURT—H. T. Kempton

SHERIFF H. T. Kempton

POLICE MAGISTRATES—T. W. Chord, D. J. Mitchell Q.C.

DEPUTY SHERIFF & LOCAL REGISTRAR—Irma Garvey

LOCAL REGISTRAR & REGISTRATION CLERK—H. T. Kempton

CUSTOMS & EXCISE . P.O. Bldg. - W. N. Murray, customs officer

R.M. OF WEYBURN No. 67—

C. W. Marle, Secy-Treas.

REEVE—A. A. McQuilley

WEYBURN UNION HOSPITAL:

BOARD OF TRUSTEES—

Chairman—George Burge

Vice Chairman—L. L. Gray,

Superintendent—Philip A. Sheridan

PUBLIC SCHOOL BOARD:

Chairman—C. C. Ferguson,

Sec'y-Treas.—Gerald Fitzgerald

COLLEGIATE BOARD:

Chairman—J. W. W. Graham,

Sec'y-Treas.—Gerald Fitzgerald

SEPARATE SCHOOL BOARD:

Chairman—A. H. Vossen,

Sec'y-Treas.—Mrs. Olive Marshall

WEYBURN PUBLIC LIBRARY:

Mrs. A. B. Griffin, Librarian

HARVEY HOSPITAL:

Supt.—Dr. Humphrey Osmond,

Business Manager—W. E. Bethell

APARTMENT BLOCKS

Cleland Apartment—417 Third Street
Club Building—123 Second Street.

Co-Op Block—Souris at Third Ave.

Eaglesham Apartments—Klang St.
at First Ave. N.

Geatros Block—Corner Third at Souris

Halbette Apartments—Sixth Street
at First Ave. N.

Holder Block—417 Souris Avenue.

Leroux House—Fourth St. at Sixth Ave.

Maurer Apartments—211 Third Street S.

Moffet House—614 Fourth Street S.

Moore Castle Lodge—219 First Ave. N.

Myrland Apartments—31 Fourth Street.

Peterson Block—19 Third Street

Powell House—415 Fourth Street S.

Rode Block—214 Colcau

Weyburn Hardware Block—42 Third St.

CLUBS & ASSOCIATIONS.

AF & AM No. 20 (Masonic) Alex. Findlay, Sec'y

AF & AM No. 125 (Masonic) Kenneth Robertson, Sec'y

Alexander Anonymous (Alano Club)—Ray W. Hamill, Sec'y

B.P.O.E.—A. H. Byers, Sec'y

Canadian Legion B.E.S.L.—G. H. Turner, Secretary

Canadian Legion B.E.S.L. (Ladies' Aux.) Mrs. Anna Olsen, Sec'y

Jaycees—President, 1936, Wm. C. Pittman

I.O.D.E. (Sir Frederick Haultain Chapter)—Mrs. Adella Robertson, Sec'y

I.O.O.F.—E. B. Lindhorn, Rec'd'g Sec'y

Kinetics—Mrs. J. C. Court, Sec'y

Israel Chapter of Hadassah—

Mrs. Wm. Abella, Pres.

Kasmen Club—Ken Waddell, Pres.

Knights of Columbus—A. C. Klevits, Secretary

Lions Club—Harvey Abella, President, J. M. Stewart, Secretary

Little Theatre Society—Winter Club.

O.E.S. (Eastern Star) Mrs. Mildred Patrick, Secretary

Rebekah Lodge—Margaret Beggs, Sec'y Secretary

Red Cross Society—Herbert Whitehead,

Rotary Club—Jack Powers, President
 Royal Purple—Beatrice Holdstock, HRL
 Weyburn Agricultural Society—
 Roy Schultz, Secretary
 Monty Adolphs, President, 1954
 Weyburn Arena Rink & Swimming Pool
 Harry Church, mgr. 43 Bison St
 Weyburn Beavers Baseball Club—
 A J Ostad, Secretary
 Weyburn Beavers Hockey Club—
 L. E. Wilder, Manager
 Weyburn Chamber of Commerce—
 Roy Schultz, Secretary
 Weyburn Curling Club—Malvin Beacock,
 Secretary
 Weyburn Golf Club—A W Weir, Sec'y
 Young Fellows Club—Ancher Ledingham,
 Pres., Alex Miles, Sec'y

A & L Machine Shop A E Latham prop
 24 Govt Road
 Abel Albert A painter & decorator h 215
 1st St
 Abel Harold F warehouseman CP Ex-
 press h 506 Elgin St
 Abel Richard caretaker Soc Theatre
 h 215 1st St
 Abel Robert Sr shoemaker Sask Hosp
 h 22 Prairie Ave
 Abel Robert J traveler Walker Fruit
 h 22 Prairie Ave
 Abel Vincent stockman Bowman Bros Ltd
 h 14 Prairie Ave
 Abells Harvey C asst mgr Leader Dept
 Store h 539 Third St
 Abells Mrs Vera saleslady Leader Dept
 Store h 32 Third St
 Abells William prop Leader Dept Store
 h 52 Third St
 Ace Mud Service, Pat Setters, field offi-
 cer, Trailer Court
 Acme Beauty Parlour & Barber Shop
 127 Third St Harold H Partridge, prop
 Adams Adeline student nurse Sask Hosp
 h 818 King St
 Adams Dorothy housewife h 404 4th Ave
 Adolphs A A carpenter h 116 8th St
 Adolphs James W agent Excelsior Life
 Ins h rural
 Adolphs Loris M electrician h 114 5th St
 Affie W A dressman CPE h 207 Coburn Ave
 Agricultural Representative Service
 A W Crowle Ag Rep 125 3rd St

Aiken Margaret Mrs steno Dept of
 Social Welfare h 62 Prairie Ave
 Ait's Grocery A O Wiebe prop 1 Bison Ave
 Alexander James retired h 119 6th St
 Allan Peter C machinist Sask Hosp
 h 122 6th St
 Allen R A mgr Walker Fruit
 h 318 Prairie Ave
 Allis Chalmers Farm Implements
 M A Reynolds agt 24 Govt Road
 Almqvist Henry R partman Barber
 Motors h 303 11th St
 Altmeyer Michael retired h 506 Third
 Ave E
 Amy Florence B student nurse Sask Hosp
 h same
 Anderson's Cafe H G Miles prop
 215 Railway Ave
 Anderson B R wiper CPR shops
 h 328 4th St
 Anderson Hans labourer h Riverside Park
 Anderson Margaret, Mrs. widow 222
 5th St
 Anderson Ruth Mrs sales ady & teacher
 Singer Sewing Machine Co
 h 418 Govt Rd
 Anderson R Frank traveller Alfred
 Lambert Ins h 314 Third St
 Anderson Selder farmer h 92 11th St
 Anderson Vera E Mrs housekeeper
 h 92 11th St
 Anderson Wm J gardener Sask Hosp
 h 418 Govt Rd
ANDREWS, A. E. & CO., LTD.,
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 sentatives for: Northland Ski Mfg.
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 Phone 2433, 112 Second St.
 Andrews Edward F retired h 86 11th St
 Andrews Elizabeth Mrs retired
 h 414 Third Ave
 Andrews J M mgr A E Andrews Co Ltd
 h 8th at Prairie Ave
 Andrews Jerome H student nurse
 Sask Hosp h same
 Andrews Luella M Mrs widow h 210 5th St
 Andrews Rita Mrs widow h 414 Third Ave

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Health of Animals Branch
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Androchow Fabian retired h 323 Lorraine
Anglican Church (All Saints) Ven Arch-
deacon F E R Badham, rector
208 2nd St W

Archibald Nell G traveller h Royal Hotel
Arde Kathleen E student nurse Sask
Hosp h same

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James Weir, owner-mgr.

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C.P.R. Time Inspector — Gifts that
last. Phone 1323. 28 Third St.

Armit R J retired h 322 6th St

Armstrong Inez E housekeeper
h 411 Bison Ave

Arndt, Adeline stone Sask Hosp
h 337 5th St

Arndt F A farmer h 337 5th St

Arnett John D retired h 2 Bison Ave

Arnett Percy labourer Hauptstein Dairy
h No. 13 Highway

Arnett Verne E stone McDonald,
Gastros & Neville h 2 Bison Ave

Art Fraser Thomas McLeod prop-
cor Scuria at 1st St

Ashby Norman E warehouseman
Walker Fruit h 318 4th St

Ashby Robert D labourer h 131 8th St

Ashcroft Fred engineer Union Hosp
h Govt Bld S

Ashcroft Margaret Mrs bookkpr Singer
Sewing Machine Co h 310 2nd Ave E

Ashcroft Ronald asst acct Imperial Bank
h 310 2nd Ave E

Ashenhurst Wm engineer Power House
h 334 12th St

Ashley W J retired h 318 4th St

Assinibola Brokerage Co A W Weir mgr
310 Souris Ave

Assinibola Public School J Royden Mac-
Kay prin 215 2nd St

Atchison John S (RN) nurse Sask Hosp
h 443 5th St

Atkinson C Albert nursing officer Sask
Hosp h 130 6th St

Austman Mary G (RPN) nurse Sask
Hosp h same

Balders Mike & Son sand & gravel con-
tractors h rural

Bachtold John N (RPN) nurse Sask Hosp
h same

Bacon John E retired h 12 Coteau Ave
Badham F E R Ven Archdeacon All
Saints Anglican Church h rectory
208 2nd St W

Badore Clifford trucker Heavy Equip
Haulers h 12th & Railway Ave

Bailey George H traveller Marshall Wells
Ltd h 1st Ave N

Baillie Allan trucker Canadian Oil Ltd
h 317 1st Ave

Baillie F B bulk pit mgr Canadian Oil
Ltd h 95 10th St

Baillie G G postal clerk PO h 230 8th St

Baillie James Sr farmer h 317 1st Ave E

Baillie Wilma Mrs upstairs maid
Royal Hotel h 230 6th St

Baird Dorlane D gen duty Sask Hosp
h 128 5th St

Baird Fred D gen duty Sask Hosp
h 128 5th St

Baird James retired h 128 5th St

Bakaluk George trucker h (trailer)
Second Ave W

Bakaluk Joseph driver-stamn Weyburn
Dairy Ltd h (trailer) 1st Ave W

Bakaluk Metro labourer h 28 8th Ave

Baker Clara J (IPN) nurse Sask Hosp
h 408 Second Ave E

Baker Elmer D owner-mgr Weyburn
Home & Auto Supply h 518 4th St

Bakstad Chris switchman Sask Govt Tels
h 31 4th St

Bald William gardener h 132 4th St

Balkwill Delores Mrs student nurse Sask
Hosp h 7th St

Balkwill Jesse J stock clerk Sask Hosp
h 7th St

Balkwill Stanley R mech Western Wire
& Cable Co h 217 Foster St

Balkwill W H rep Alex Young Ltd
(Monuments) h 409 Fifth Ave

Ball Mollie retired

Bamford R L & Co Chartered Ac-
countants, C A Fowke mgr
160 2nd St (City Hall)

Baptist Church (Calvary) Rev Chas W
Ramsey pastor

Barber Cecil R mgr Barber Motors Ltd
h 504 Prairie Ave

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- Barber Ross A mgr Weyburn Savings & Credit Union h 406 6th St
- Barod of Canada Wm L Nellis, field officer, 226 5th St
- Barr Gordon J fire fighter h 440 3th St
- Barrow A Leonard trainman CPR h Riverside Park
- Barry Hector asst caretaker Collegiate h 417 King St
- Bartelt Margaret emp Sask Hosp h 62 Prairie Avenue
- Bates D W RCAF fire fighter h 46 12th St
- Bath L H retired h 221 Morgans St
- Bauer Leo retired h 62 Prairie Ave
- Bayer Wm J RCAF fire fighter h Ste 3 Halbrite Apts
- Bayle Catherine Mrs kitchen maid Union Hosp h 128 Govt Rd
- Bayle Delmar R trades helper Sask Hosp h 138 Govt Rd
- Bayle Peter general duty Sask Hosp h 138 Govt Rd
- Baxter Alice W Mrs widow h Ste 3 Halbrite Apts
- Bayeroff Grace ldy maid Union Hosp h 410 Third St
- Baycroft Mary (RN) gen staff Union Hosp h Nurses Res 435 2nd St
- Bayeroff Thomas retired h 410 Third St
- Bayerle Stephen J (RPN) nurse Sask Hosp h 406 6th St
- Beach Donald M city slsman Western Grocers Ltd h 39 Second Ave
- Beach Everett compositor Weyburn Review h Brownlee St
- Beach Gerald M fire chief (city) h 545 9th St N
- Beach J L retired h 104 4th Ave W
- Beach Lorraine Mrs counter asst Pal s Lane h 39 Second Ave
- Beacock Melvin A mgr CPR Station h 125 9th St
- Beacock Thomas A retired h 125 9th St
- Beas W E prep Soc Barber Shop h 438 5th St
- Beaton Beatrice clerk-steno Court House h 119 7th St
- Beattie D W welder Dept of Highways h 101 Holder Bldg
- Beattie Hester Mrs bookkeeper Weyburn Auto Body Shop h 414 Albert St
- Beattie Robert W carpenter h 414 Albert St
- Beaumont Esther graduate nurse Sask Hosp h 108 7th St
- Beaver Barber Shop (Danforth & Farrow) props 43 3rd St
- BEAVER LUMBER COMPANY LTD.**
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W J Kempthorne, Mgr Office and Yard Phone 2446, 38 Fifth St.
- Beck Earl K rec therapist Sask Hosp h 319 4th Ave
- Becker Clifton J (RPN) nurse Sask Hosp h 31 8th St
- Becker George C engineer Sask Hosp h 5 Bison Ave
- Becker Harvey H app switchman Sask Govt Tels h 113 Second Ave S
- Becker Henry retired h 326 2nd Ave E
- Becker Wilfreda K student nurse Sask Hosp h same
- Beckwith Harry retired h 216 Foster St
- Beggs E L elevator inspector (Fire Bond & Claims) h 213 7th St
- Beggs Samuel E gardener Sask Hosp h 708 Elgin St
- Belchiel Jean Mrs saleslady Naughty Pine h Weber House
- Beischel S Blanche Mrs teacher Assiniboia School h Ste 8 Rode Bldg Cotnam Ave
- Belanger Edward student nurse Sask Hosp h same
- Belanger Leo student nurse Sask Hosp h same
- Bell Beatrice postal clerk P.Q. h 328 Third St
- Bell C A agt Royallite Bulk Sales & Service Ssn h Riverside Park 12 & 39 Highways
- Bell Donald retired h 38 7th St
- Bell Flossie G math teacher Collegiate h 444 Assiniboia
- Bell Margaret Mrs widow h 423 Victoria
- Bell Ronald clerk Bowman Bros Ltd h 423 Victoria
- Bell Russel handy man RCAF h Riverside Park
- Bell Verna Mrs bookkpr Royallite Gas & Oil h Riverside Park

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WM GOOTE, Owner-Manager

**OIL BURNER INSTALLATIONS
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Bennett Alexander trucker J Sinclair Ltd
h 9 Prairie Ave
Bennett Florence Mrs office clerk
Simpson-Sears Ltd h 9 Prairie Ave
Bennett John A labourer Carlson Constr
Co h 7th Ave E
Bennett Leslie labourer Pub Wks Dept
h 7th Ave
Bennett Margaret acct clerk Sask Govt
Tels h 9 Prairie Ave
Bennett Sydney app mechanic Dyna
Motors h 409 4th St
Bennett Wilfred A labourer
h 9 Prairie Ave
Benson Mary Mrs retired h 26 2nd Ave
Benny Emma steno Weyburn Security
Co Ltd h 124 Govt Road
Benny Frederick feed packer Weyburn
Flour Mills Ltd h 124 Govt Road
Benson Beatrice Mrs widow
h 6 Prairie Ave
Bent Atwood L mgr Herman Bros Ltd
h 217 Railway Ave
Bent James A labourer h Govt Road
Berg Mabel Mrs counter clerk Anderson
Cafe h 219 9th St
Berger J Chester meter reader (City)
h 321 First Ave E
Berger Lucie blacksmith h No 13 Highway
Berger Mary Mrs retired h Second St N
Bergman Ernest A gymna Monteith's
Refrigeration Radio & TV
h 719 Govt Road
Bergstromson Amy Mrs student nurse
Sask Hosp h 391 1st Ave NW
Bergstromson Baldu mechanic W Shupe
& Sons h 261 1st Ave NW
Bernard Johanna L Mrs widow
h 218 Second St
Bernard John labourer h 11 1st Ave
Bernard Peter retired h 330 4th St N
Bernard Ross M RCAF fire fighter
h 328 Coteau W
Berry George T mgr Simpson-Sears Ltd
h 223 7th St
Besler Adolph bricklayer h 323 1st Ave E
Besler Esther V steno Royal Bank
h 322 1st Ave E
Best Edward trucker Heavy Equipment
Haulers h Trailer 13th & Rly Ave
Bethel Evangelical Church Rev M R
Heebner pastor cor 2nd & 3rd S
Bethell Wilbur E business mgr Sask
Hosp h same

Bezugley Richard carpenter Carlson
Constr Co h 303 7th St
Bigg John F (PN) nurse Sask Hosp
h 605 Park Ave
Blag Margaret Mrs secretary Sask Hosp
h 605 Park Ave
Bights F H line foreman City Power Pl
h 214 Third St S
Bigney Joyce Mrs oper Edna's Beauty
Shoppe h 19 Third Ave W
Bigney Norman clerk MacLeod's Limited
h 19 Third Ave W
Bill's Fish & Chips W H Coltart prop
107 Souris Ave
Bird Harold G supervising engineer
Highway Dept h 23 Bison
Bjarnason V Res clerk Co-Op Hardware
h 140 5th St
Black Irene Mrs housekeeper h 7th St N
Black Wallace W teacher Psychologist
Regional Health Centre h 224 Foster St
Black W W trucker Heavy Equipment
Haulers h Trailer 14th at Rly
Blackburn D B Cst RCMP h 118 9th St
Blackwell Arthur warehouseman CP
Freight shed h 427 Govt Road
Blackwell Doreen stiddy F W Woolworth
Co h Ste 19 Halbrite Apts
Blakley Alvin nursing officer Sask Hosp
h 444 Govt Rd
Blakley Joan student nurse Sask Hosp
h 444 Govt Rd
Blecha Charles Mrs widow h 18 Prairie
Ave
Block Frederick retired h 545 Alexandra
St
Blood J Russell prop Weyburn Quick
Freeze Ltd h Club Bldg
Bloomquist Alvin labourer h 124 9th St
Bloomquist Margaret Mrs prop East Side
Groc h 124 9th St
Blow Myrtle Mrs widow h 225 1st St
Boake Betty house assistant h 131 2nd St
Boelan Samuel labourer h Riverside Pk
Boelack Joseph labourer h Riverside Pk
Bohn August labourer Sanitation Dept
(City) h 238 8th St
Bohn Louis retired h 129 5th St
Bohan Edward V student nurse Sask
Hosp h same
Bohan Frederick (RPN) nurse Sask
Hosp h same
Bohan Vera rec Therapist Sask Hosp
h same

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 Borrowman J A retired h 119 30th St
 Borsheva Carl retired h 301 Govt Rd
 Boskey William labourer Carlson Const
 Co h Sask Hosp
 Bosley Vancouver mechanic Weyburn
 Motors Ltd h 36 9th St
 Bosenberry K C (P S) nurse Sask Hosp
 h 183 1st Ave N
 Bottle & Keg Exchange G A Dunk mgr
 h 121 Govt Rd
 Bourassa Gerard L (PN) nurse
 h 826 6 Hallblvd Apts
 Bourassa Gustave R gen duty Sask Hosp
 h 330 Elgin St
 Bouvier Elaine steno McDonald Gestros
 & Neville h 444 5th St
 Bouvier Hector linotype opr Weyburn
 Review h 444 5th St
 Bowden R D (Part) J H Warren & Co
 h Ste 3 Holder Block
 Bowditch Edna L cashier City Hall
 h Ste 118 Holder Block
 Bowen George W caretaker h 46 7th St
 Bowerman V A painter & decorator
 h 448 Aspinbush
 Bowle Robert handyman RCAF
 h 405 1st Ave E
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 Russell F. Hambley, Dist mgr,
 res phone 3444, office phone 2423
 24 Souris Avenue
 Boyd Catherine B institution service wkr
 h 239 9th St
 Boyd Robert C electrician Pitman Elec
 h 239 9th St
 Boyko Walter carpenter h 329 Govt Rd
 Boyle M J mgr Canada Safeway Ltd
 h Commercial Block
 Brack James F bus driver h 123 8th St E
 Brack Josephine Mrs clerk Royal Hotel
 h 123 8th St E
 Brack Marjorie Mrs ward aide Union
 Hosp h 123 8th St E
 Brady Jacob retired h 302 Lorraine
BRAKES & WHEELS LTD
 Sales & Service Regina Office:
 1123 Albert St. Phone JO-4472
 Brandow Lawrence parts mgr Weyburn
 Motors Ltd h 503 Third St
 Branning Alvin R service stn att
 Husky Service h 411 4th Ave E

Branning Mildred ward aide Union Hosp
 h 34 9th St
 Brasseur Hubert S meat dept mgr
 Co-Op Store h 34 9th St
 Brazenas Anthony prop Eco Hotel Ltd
 h 704 Souris Ave
 Breckenridge Cyril (RPN) nurse Sask
 Hosp h same
 Breckenridge George labourer
 h 111 Simpson St
 Bremner A T warehouseman Bottle &
 Keg Exchange h 10 Govt Rd
 Bremner M Jean Mrs steno Imperial
 Bank h 805 Park Ave
 Bridgman T B bee-keeper h 9th Ave E
 Bristol Gordon territorial supervisor
 J I Case h 205 Coteau Ave
 British American Oil Co Ltd
 Ivan Gurski mgr 37 Hill
 Brock R H service engineer
 Dowell Inc 921 Coteau
 Broeker A Arthur office mgr Imperial Oil
 Ltd h 117 3rd St S
 Broley John D clerk Service Hardware
 h 117 Second Ave E
 Broley Marjorie saleslady Leader Dept
 Store h 117 Second Ave E
 Brook Albert W labourer h Riverside Pk
 Brook Robert cement engineer Dowell
 Inc h 921 Coteau Ave
 Brooks Nora Mrs occ therapist Sask Hosp
 h Albert St
 Brooks Stanley G engineer Prov Govt
 h Albert St
 Broken Hams service stn att Thompson
 Motors Ltd h 112 Lorraine
 Broughton Edward labourer h 108 7th St
 Brown Betty L student nurse Sask Hosp
 Brown C A supt Federl Grain Co Ltd
 h 401 Souris at 8th
 Brown Doreen Mrs receptionist
 Dr P R Crosson h 413 Qu'Appelle
 Brown Emma Mrs widow h 441 9th St
 Brown Garth clerk Macleod's Ltd
 h 413 Qu'Appelle
 Brown George W retired h 8th Ave
 Brown H R farmer h 34 Prairie Ave
 Brown J K retired h 407 Govt Rd
 Brown W Harold vehicleman CP Express
 h 18 4th St
 Brown Andrew retired h 517 8th Ave
 Bruce Charles X-ray technician Sask
 Hosp h 418 5th Ave
 Buchanan Joseph mgr Buchanan's
 Service h 114 12th St

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FORD — MONARCH

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21 SECOND STREET

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WEYBURN SASKATCHEWAN

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Buckholz Fred carpenter h 113 9th St
Buck Irwin bde alarm Weyburn Hard-
ware & Furniture h 234 19th St
Buck Joyce E (F.N.) nurse Sask Hosp
Buckingham Gordon mgr Hugh Gask Ltd
Railway Ave
Buckingham W H retired h 236 Second St
Buckley B Loftus (RPN) nurse Sask
Hosp h 408 Qu'Appelle
Buckley Muriel Mrs (RPN) nurse Sask
Hosp h 408 Qu'Appelle
Bue Laura Mrs widow h 8 Rode Block
Bukowski Katherine Mrs widow
h 233 Govt Rd
Bukowski Joseph T labourer Carlson
Coast Co h 129 9th St
Bunn Anne Mrs telLer Bank of Commerce
h Four Corners Apts
Bunn John freight agent CNR
h Four Corners Apts
Bunn J R sbdman CNR h Four Corners
Apts
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Burge George prop Burge's Meats &
Gro h 229 4th St
Burge James W meat cutter Burge's
Meats & Gro h Moffet Bldg 4th St
Burgess Harold caretaker Weyburn
Motors h Railway Ave
Burke Margaret M Dr psychiatrist Sask
Hosp h same
Burns Gertrude Mrs widow h 817 Park
Burns William nursing officer
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Electric h 118 Second St
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15 Railway Ave
Busz Gerald trucker h 121 4th St

Butters M Isabelle sec-treas Weyburn
Co-Op Assn Ltd h Ste 28 Co-Op Block
Butters Bessie N Mrs recep Drs Eagle
sham & Little h 411 Assiniboia
Byers A H vendor Sask Govt Liquor Bd
Store h 237 7th St
Byggadin Ralph E Rev pastor Free
Methodist Church h 113 7th St
Cain Walter S mechanic Weyburn
Motors Ltd h 218 9th St
Cairns Jessie Mrs widow h 1 Holder Bldg
417 Souris Ave
Calder Alexander Rev minister United
Church h manse 303 4th St
Cameron Albert D att North Star Oil
h 19 Govt Rd
Cameron Allan clerk meat dept Co-Op
Store h Ste 8 Paterson Bldg
Cameron Winifred G Mrs gen duty Sask
Hosp h same
Campbell Archibald retired h 66 12th St
Campbell Fay jr clerk Sask Govt Tels
h 18 Colman Ave
Campbell James A livestock buyer
h 13 24th Ave S
Campbell J A meat cutter Quack Freeze
Ltd h Ste 107 Holder Bldg
Campbell Jack D service sta att Soo
Auto Service h 404 Qu'Appelle
Campbell M E taxi driver h 18 Colman
Campbell Mabel M Mrs salaried
Fashion Ladies Wear h Holder Bldg
Campbell Peter M occ therapist Sask
Hosp h Ste 113 Holder Bldg
Campbell Robert J labourer h 12 9th Ave
Campbell Thelma Mrs student nurse
Sask Hosp h same
Canadian Bank of Commerce D B
Loimer mgr 104 Third St
Canadian Co-Op Imp'd Ltd Thos Dixon
mgr 1st Ave at 7th St
Canadian National Railway Co (Tele-
graph), Freight, Tickets & Express/
D B Dwyer CNR agent, Govt Rd
Canadian Oil Companies Ltd M W
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 store mgr 127 Third St

Carlisle's Grocery L W Carlisle prop
 461 Fifth St

Carlisle Deb uxsmith Service Hardware
 h King George Hotel

Carlisle L W grocer h 461 5th St

Carlisle Myra A student nurse Sask
 Hosp h 36 12th St

Carlisle M L conductor CPR h 56 12th St

Carlson A C mgr Carlson Const Co Ltd
 h 29 Second St (upstairs)

Carlson C E (Part) Carlson Const Ltd
 h 101 Colours

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Contractors & Builders

Office Phone 1134, 11 Second St

Mrs's Res. Phone 244

Carlson M Kenneth bookkpr Sask Hosp
 h 42 7th St

Carpenter David past prod supt Central
 Leduc Oils h rural

Carpenter M F (PFAA) field officer
 h Moffet Block

Carr Lloyd W caretaker Court House
 h same (basement)

Carr Margaret steno McDonald Gastros
 & Neville h 234 5th St

Carr R P beer parlour att Soo Hotel
 h 233 Water St

Carr Russell P Sr warehouseman C P
 Express h 505 Railway Ave

Carroll Ivan R Rev pastor Presbyterian
 Church h 445 Second St

Carruthers Elizabeth Mrs Supt of Nursing
 Sask Hosp h same

Cartwright R T engineer power house
 h 37 Eighth St

Cascagnette Clement F (RPN, nurse
 Sask Hosp h 112 9th St

Casler Clifford mechanic W Shupe &
 Sons h Moore-Castle Lodge

Casler H L landlord Moore-Castle Lodge
 h same

Casler Lavine Mrs egg candler Co-Op
 Creamery h Moore-Castle Lodge

Cassidy Francis W carpenter Sask Hosp

Cassels Earl messenger CP Express
 h 217 9th St

Cassidy Ambrose A retired h 130 4th St

Cathcart Donna (RPN) X-ray tech Union
 Hosp h 425 2nd St

Causser Arnette Mrs saleslady Harge's
 Meats & Groc h 23 9th St

Causser Thomas trucker h 23 9th St

Cavanaugh Marion Mrs bookkeeper Sask
 Hosp h Ste 5 Cleland Apts

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Chalmers John T nurse att Sask Hosp
 h 105 Holder Block

Chambers John T RPN nurse Sask
 Hosp h Ste 109 Holder Block

Champion Clara Mrs retired h 327 9th
 Ave

Chan Kar confectioner h 50 Third St

Chan Mae clerk Chan's Con h 50 Third St

Chance Donna Steend, R. L. Bamford
 Co., 180 3rd St

Chance Lester clerk Co-Op Lumber Yard
 h 121 Third St S

Chandler Dorothy clerk-typist Weyburn
 Co-Op Assn Ltd h 238 10th St

Chandler F R engineer Union Hosp
 h 208 10th St

Chard T W police magistrate h 230 4th St

Charnell Studio L W Tough mg 154
 Third St

Chapel Nicholas CPR employee
 h 313 Mergens St

Chicome Rita student nurse Sask Hosp
 h same

Children's Dental Clinic Health Region
 No 3 Moffet Bldg

Chilton William mechanic Thompson

Motors Ltd h Harbrite Apts

Chinski Daniel bodyman Barber Motors
 h 1002 Park Ave

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Chow Bing Toon asst Dickson Cafe
h 89 Third St

Chow Don mgr Dickson Cafe h 68 Third
St

Chow Fong kitchen asst Dickson Cafe
h 69 Third St

Chow June asst Dickson Cafe h 69 Third
St

Chow Yut kitchen asst Dickson Cafe
h 69 Third St

Chu Soong Thock kitchen asst Dickson
Cafe h 69 Third St

Christ Louis W Dr Sask Hosp h same

Christianson Dagmar RN: O R nurse
Union Hosp h Nurses Res 435 2nd St

Christie Clarence teacher Collegiate
617 King St

Christopherson Carsten retired h 8th at
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Swimming Pool h 17 Coteau Ave

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J. H. Slaveley, Mayor. Office Phone
2035. H. G. Small, City Clerk and
Treasurer. Office Phone 2211. City
Engineer, Phone 2222. 166 Third St.

Claflay Mervin att Sask Hosp
h 404 Coteau

Clancy L L W Dr clinical director Sask
Hosp h same

Clark Barbara Mrs (RN) public health
nurse Regional Health Centre
h 613 Third St

Clark Eleanor Mrs nursing officer Sask
Hosp h 1013 St N

Clark Emerald masonry contractor
h 85 11th St

Clark George mgr Western Drilling
Supplies Ltd h 418 Albert St

Clark John retired h 539 Alexandra St

Clark J W Mrs widow h 311 2th St

Clark Neil RN: gen staff Union Hosp
h Nurses Res 435 Second St

Clark Richard F E service ssn att
Kemer's Service h 139 1st Ave W

Clark Violet Mrs widow h 311 5th St

Clarke Laura M general duty Sask Hosp
h Govt Road

Clarke Robert E student nurse Sask
Hosp h 322 7th St

Clarke Wilfred city salesman Walker
Fruit h 14 Second Ave W

Cleland's Funeral Home (W H Cleland,
Robert Cleland, funeral directors
281 Third St

Cleland C E retired h 209 Third St

Cleland John E psychologist Sask Hosp
h same

Cleland Robert funeral director
h 224 4th St

Cleland W H funeral director
h 281 Third St

Clelland Elizabeth housekeeper
h Club Bldg

Clelland M M clerk Union Hosp
h Club Bldg

Club Cafe Gm Foon Lee prop
119 Third St

Coad Clifford trucker h 7th at Railway
Ave

Coad Leslie trucker h cor 5th at Railway
Ave

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Conn Herbert G yardman CPR
h 219 Third St

Conn John H retired h 110 Third Ave S
Cooko Bella Mrs retired h 388 Margens St
Coons A M CPR lineman h 816 Park Ave

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Cooper J F mgr Cooper & Co
h 711 4th St

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Chiropractor

Office Phone 3411. 3 Halder Block,
417 Souris Ave. Res. Phone 3884.
717 Coloss.

Court Edwin service sin alt Weyburn
Service h 204 Margens St

Court Joseph (Part) Weyburn Service
Sin h 108 7th St

Court Stanley (Part) Weyburn Service
Sin h 304 Margens St

Covert Charles F barber h 3 Coloss

Covert Keith H salesman Thompson
Motors Ltd h 319 5th St

Covert Leon electrician h 110 10th St

Covert Lloyd h 480 Govt Rd

Cowan Harold F assl meat cutter Quick
Freeze Ltd h 114 4th St

Cowan Heinrich Mrs student nurse Sask
Hosp h 114 4th St

Cowan Williams A retired h Ste 1
W N Murray customs officer

Coward Lucy Mrs widow h Halder Bk
417 Souris Ave

CRAIG JOHN W E

Optometrist

Regina Office: Mitchell Bldg.,
1834 South St., Phone LA 3-4448.

Craig Margaret M student nurse Sask
Hosp h same

Craigen Archie L sales supervisor
Laing's Beverages h ste 11 Halfrite
Apts

Craze John A retired h 438 Victoria
Crawford Elizabeth Mrs counter assl
Pal's Lane h 536 King St

Crawford Phyllis operator Sask Govt
Tels h 536 King St

Crawford Robert J general duty Sask
Hosp h 536 King St

Crescent Finance Corp Ltd 28 Third St
Creighton Louise Mrs widow

h 322 Second St

Cross W Lloyd area supt Post Office Dept
h 234 Second St

CROSSON, F E. DR.

Dental Surgeon

Office Phone 2231, Royal Bank Bldg.
Res. Phone 2234 Res. 114 4th St.

Crowie A M agric rep Dept of Agric
h 117 Third St

Cruden Edna Mrs prop Edna's Beauty
Shops h 29 Third St

Cruden J A traveller Western Grocers
Ltd h 29 Third St

Crumly Charles P fireman Sask Hosp
h same

Crump David L retired h 116 Fifth St
Cryderman Mary housewife h 7th Ave

Cuddeiner Betty Mrs (RPN) nurse Sask
Hosp h 5th Street

Cugnet Clem Jr agt Sask Pool Elev "B"
h 328 Fifth St

Cugnet Edmond G retired h 120 4th St

Cugnet Elva Mrs widow h 106 4th St

Cugnet Gerald plant helper Co-Op

Creamery h 106 6th St

Cugnet Victoria L (RPN) nurse Sask
Hosp h same

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Cullen Patrick RCMP fire fighter

h 406 1st Ave E

Cullen Terence W bookkeeper Sask Hosp
h same

Cumming John H Dr psychiatrist Sask
Hosp h same

Connington S F Sgt RCMP h 138 4th St

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Customs & Excise Office P O Bldg
W N Murray customs officer
Cuthell Ian piano tuner h 37 8th St
Cyr Florence V general duty Sask Hosp
h 7th Ave
Cyr Hector general duty Sask Hosp
h 7th Ave
Dairy Bar The, Souris Ave E
Daku Charles mechanic Thompson
Motors Ltd h 406 Simms Ave
Dalgleish Jennie Mrs retired
h 428 Assiniboia
Dalgleish John retired h 114 1st Ave S
Dalgleish Gordon A sand & gravel coast
h 313 4th St
Daigleab Ruth E retired h ste 3 62 Third
St
Dakdel James M electrician Sask Hosp
h 214 6th St
Dament Arthur trucker Hart Coal &
Wood h 322 4th St
Dandorh Anne Mrs widow h 719 4th St
Dandorh Audrey F (Part) Beaver Barber
Shop h 228 Lorraine
Dandorh Ruby Mrs saleslady McCoy's
Drug h 228 Lorraine
Daniels Ann saleslady F W Woolworth
Co Ltd h ste 35 Co-Op Block
Daniels W C fruit mgr Western Grocers
Ltd h ste 35 Co-Op Block
Dandrea George boiler washer CPR
Shops h 207 9th St
Daiphinas Alex A RPN nurse Sask
Hosp h 317 7th St
Daiphinas Estelle M student nurse
Sask Hosp h 317 7th St
Daiphinas Gladys L Mrs—Sally Shops
h Halbrite Apts
Daiphinas Selma M Mrs general duty
Sask Hosp h 317 7th St
Daiphinas Simpson H shop foreman
Dela Motors h Halbrite Apts
Davidson W J farmer h 408 Souris
Davidson W J Mrs (AUXM) organist
Baptist Church h 408 Souris
Davis Dorothy Mrs student nurse Sask
Hosp h same
Davis Grant E petroleum dept mgr
Co-Op Assn Ltd h 821 10th St
Davis William mech Weyburn Service
Station h 32 7th Ave
Dawes Patricia counter service 7 Acres
h Highway 39 & 11

Dawes W J (Part) 7 Acres Curb Service
h same Highways 39 & 11
Dawson E K clerk Co-op Store h 503
Hartney Ave
DeBryne T waitress Dickson Cafe
h 332 1st Ave E
DeBryne Kamuel pinsetter Pal's Lane
h 332 1st Ave E
Deeble Raymond trucker h trailer 5th St
Deeter Oscar Dr. Physician & Surgeon
h 22 Third St
Dee Willem farmer h 14 7th St
Deger Arnold acct h 803 8th St
Deger Hans sub foreman Pub Works
Dept (City) h 803 8th St
Deering Nicholas retired h 308 Coteau W
Deering Rosalind house assistant
h 330 Coteau W
Deinert Herman section man CPR
h 117 Govt Road
Deinert Louis L bread wrapper Star
Bakery h 27 Second Ave W
Deir John T (PN) nurse Sask Hosp
h same
Demchuk Jean student nurse Sask Hosp
h same
Denin William Cst RCMP City Hall
Densford Harold plbr Ward's Fibg &
Heating 22 2nd St
Dept of Agriculture (Canada) Health of
Animals Branch, Dr A J Andrus sub
dist veterinarian, P O Bldg
Dept of Agriculture (Canada) PFAA
M F Carpenter inspr, P O Bldg
Dept of Agriculture (Canada) PFRA
Ronald Whiston technical officer PO
Bldg
Department of Co-Operation 110 3rd St
Dept of Highways (Coast Branch) Harold
Bird supervising engineer 1st at 7th
Dept of Highways (Maintenance Branch)
A H Vossen dist engineer 1st & 7th W
Dept of Social Welfare Moffet Block
3 Railway Ave
Public Assistance Henry M McLaren
29 2nd St
Dept of Social Welfare (Housing Div)
Wm Symonuk res supervisor
9 Halbrite Apts
Desnoyers Eugene trades mpr Sask
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Ltd h Rode Block 3rd St

Hardy Lorne M proof teller Royal Bank
h Rode Block, 3rd St

Harper Irma D accountant Thompson
Motors h 409 Second St

Harris Hilda Mrs nursing officer Sask
Hoep h 134 3rd St

Harris Kenneth A engineer power house
h Ste 7 Halbrite Apts

Harris Robert Mrs widow h 134 5th St

Harris R A supt power house h 134 3rd St

Harrison Belmar teacher Haig Pub
Sch h 317 Fifth St

Harrow Glenn (RN) gen staff Union
Hoep h 425 Second St

Hart Coal & Wood W H Hart prop
Fifth at Railway Ave

Hart Ethel Mrs prop The Ranch
h 403 6th St

Hart Ross retired h 404 4th Ave

Hart Thomas A sanitary officer Regional
Health Centre h 700 4th St

Hart Wilfred H prop Hart Coal & Wood
h 403 6th St

Hartenberger Elizabeth Mrs (PN) nurse
Sask Hoep h 809 Souris Ave

Hartenberger Henry (RN) nurse Sask
Hoep h 809 Souris Ave

Hartenberger William cook Sask Hoep
h 330 Third Ave S

Hartley Sarah housekeeper h 131 2nd St

Hartness John W service mgr Robinson
& Houey Farm Impths h 21 11th St

Hart's Weyburn Plumbing & Heating
17 Railway Ave

Harvey's Service & Repairs Harvey
Horsborough prop 19 Souris Ave

Harvey C H general clerk CP Express
h 317 6th St

Haswell J N boilermaker h 113 13th St

Haugh Muriel Mrs student nurse Sask
Hoep h same

Haughton Harry N CPR expressman
h 335 Second St

Haupstein Adolphe driverman
h 1st Ave NE

Haupstein Lenora B ward aide Union
Hoep h 1st Ave NE

Hayward Geneva N teacher Assinibois
Sch h 209 6th St

Hayward Percy W retired
h 108 4th Ave W

Health Region No. 3, Moffet Block

Hearn J H labourer h Riverside Park

Hearn John P trainman CPR h 212
Second St

Hearson J T Mrs widow h Holder Block

Heavy Equipment Haulers Elmer Storms
prop 17th at Railway Ave

Hebert Noel mechanic Weyburn Auto
Body Shop (trailer) h 106 7th St

Hebner Donald J service sta mgr
Holm-Barber Motors Ltd h rural

Heebner M R Rev pastor E U B church
h 401 Govt Road

Heintzman Nicholas J beer parlor alt
King George Hotel h 445 Qu Appelle

Hendler Sebastian P general duty Sask
Hoep h 41 7th St N

Hemmingson G L Const RCMP
h 433 Victoria St

Hemphill George bookbdr h 318 Govt Rd

Hemphill Harry M cook Sask Hoep
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Herberholz John D labourer 205 Lorraine

Herberholz Marlon M general duty
Sask Hosp h same

Herberholz Nicholas M gravel checker
Dept of Highways h 205 Lorraine

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Heuser Alexander P social worker Sask
Hosp h same

Hewitt Edgar clerk h 33 7th St

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Hewitt Simon retired h 137 8th St

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Sound Ave

Hibbert Harold B (RPN) nurse Sask
Hosp h 136 8th St

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Shop h 529 King St

Hill A E sanitary & license inspector
(City) h Club Bldg

Hill Alfred mechanic Buchanan Service
h 20 11th St

Hill David mechanic's helper Buchanan
Service h 201 Coigan

Hill Dorothy M Mrs RPN nurse Sask
Hosp h 416 Third St S

Hill Esther Mrs (RPN) nurse Sask Hosp
h 614 King St

Hill George W painter Sask Hosp
h 218 7th St

Hill Harold A engineer Sask Hosp
h 614 King St

Hill Kenneth salesman's helper Laing's
Beverages h 416 Third St S

Hill Lloyd G bookkeeper h 618 King St

Hill W Donald express messenger
h 416 Third St S

Hill John W driver Jim's Taxi
h King George Hotel

Hill Mary Lou Mrs (PN) nurse Sask
Hosp h same

Hillier T H QC Barrister & Solicitor
Office 22 Third St res 247 Govt Road

Hillier Gertrude M general duty
Sask Hosp h same

Hindley J C gardener h 24 8th Ave W

Hirzman Carl fireman Western Ware &
Cable Co Ltd h 223 9th St

Hinz Peter milk salesman Co-Op
Creamery h 207 Govt Road

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Jewellery h 113 2nd Ave W

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mgrs 216 First Ave N

Hoare Sadie M Mrs cook Union Hosp
h Ste 116 Holder Bldg

Hodge J W store mgr Monty's Radio
Radio & TV h Weyburn Motel

Hodgkinson Elizabeth Mrs teach Harg
Pub School h 233 1st St

Hodgkinson L F eng near Power House
h 233 First St

Hogving John retired h 343 Second St

Hogving Mary Mrs retired
h 332 Second St

Hoe, ng Matthew retired h Govt Road

Hoff David salesman Thompson Motors
h McTaggart

Hoffart Anne M (RPN) nurse Sask Hosp
h same

Hogg B M prop Service Hardware
h 309 6th St

Houm Thor farmer h 35 6th St

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Ironside Evelyn P instructress Sask

Hosp h 117 9th St

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h same

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St

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Johnson Harold H caretaker Weyburn
Review h 24 7th St
Johnson Harold B warehouse foreman
Walker Fruit h 32 12th St
Johnson Oscar W roadmaster CPR
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Johnston Testers Ltd 421 Victoria Ave
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Johnstone A D motor patrolman
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Jones Frank retired h 223 6th St
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Hosp h 442 Fifth St
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Laing's Beverages h 62 Third St

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h 442 Fifth St
Jordan Marjorie saleslady The Worden
Cn h 123 Second St
Jordison C P salesman 302 Morgens St
Jordison Esther postal clerk PO
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Jorgensen Norman T service station att
Weyburn Motors h 135 Fifth St
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Co Ltd h 1st Ave N
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h 311 Third St
Karp Louis retired h 409 Third St S
Karp Max J farmer h 318 Fifth St
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Kalsman George B bldg supt Union Hosp
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h 133 Third St
Kopre Joseph B farmer h 231 Lorraine
Kopre Virginia clerk-steno Sask Power
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Krieger Carl retired h 423 Assiniboia
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Kuba Alfred section man h 1014 Colleen
Kuiper Arda asst cook Union Hospital
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Kuiper Dorothy grocery clk Co-Op Store
h 614 Third St
Kuiper George labourer CNR
h 306 4th St
Kuiper Harro Sr retired h 28 1st Ave W
Kuiper Herman farmer h 614 Third St
Kujal Victoria farmer h 423 6th St
Kujal Wm caretaker United Church
h 214 4th St
Kupiec Karol plumber Wayburn Plumbing
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Hosp h same
Kurtz Edward warehouseman Western
Drilling Supplies h 106 3rd Ave W
Kurtz E F painter and decorator
h 218 7th St
Kurtz Elsie Mrs saleslady McCoy's Drug
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Shop h 328 1st Ave S
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Service h 30 7th St
Kyle J A retired h 120 4th St
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Centre h 29 Prairie Ave
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Lane Olive Mrs steno McKee Ins Agency
h 327 Second Ave

Lane Wm L mgr Imperial Coal Co
h 500 Railway Ave

Lang George H pressman Weyburn
Review h 733 Bourke Ave

Langley Charlotte Mrs retired
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Langman John Garrow farm manager
Sask Hosp h 160 7th St

Langstaff Ruth M dietitian Sask Hosp
h same

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Lariviere Henry linotype opr Weyburn
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41 Fifth St W

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Dairy Ltd h 41 Elson Ave

Latham Albert E machinist
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h 530 Alexandra

Layh William asst filter plant opr Sask
Hosp h 40 1st Ave

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Lazaruk Steve barber Lounge Barber
Shop h Ste 5 42 Third St

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 Warrington P Miss teacher Collegiate
 h 615 4th St
 Washington May Mrs retired
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 Wawynold Alex section foreman CPR
 h CPR Section House
 Watkins Products Thos Kilselson agent
 28 8th St
 Watson F E S loca foreman CPR
 h CPR Right of Way
 Watson Gordon A (PN) nurse Sask
 Hosp h same
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 Jewellery h 126 4th St

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Weiss Fred mechanic Weyburn Motors
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 Review h 104 6th Ave W

Welland John retired h 104 6th Ave W

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 Williams Claude D trainee CPR
h 30 6th Ave S
 Williams D H caretaker h 314 4th Ave E
 Williams Delbert W mgr Parts Dept
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 Williams Dorothy Mrs widow h 30 6th
Ave S
 Williams Ebenezer employee CPR
h 57 18th St
 Williams George A clerk h 114 6th St
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 Wilson Norman retired h 402 Third Ave
 Wilson Phyllis M office clerk Coghlin
Electric h 238 Morgens St
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Mills Ltd h 223 Govt Road
 Wilson Sidney J electrician Sask Hosp
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 Wilson William retired h 509 Fifth Ave
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King George Hotel h 435 Albert St
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 Wing John trades helper Sask Hosp
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Wood h 311 Third Ave S
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h 126 1st Ave N

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Hotel h 210 6th St
Young Michael foreman Western Wire &
Cable Co h 714 4th St
Zabel Fred C Coal dealer Industrial Lane
h 413 6th St
Zabel Lucile Mrs (City Council)
h 413 6th St
Zabrowski Joseph tailor Expert Dry
Cleaners h 134 Coteau Ave
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Hoop h 620 Alexandra
Zinchesha Nick section man CPR
h 27 13th St
Zinchesha Sofia Mrs counter assist Pal's
Lunch h 97 18th St
Ziskowski Elsie Mrs upstairs girl King
George Hotel h 82 10th St
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Bakery h 1 Prairie Ave
Ziskowski Peter carpenter h 32 10th St
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REGINA, SASK.

Grainbelt Towns along the "Soo Line"



AIRVIEW OF MILESTONE

The first Luseland Company excursion brought up seven prospective land buyers to Wilcox in 1902. The company train carried their own chain drive automobiles which were used to take land seekers on location trips. A company official had his own private office in one of the coaches. At that time Wilcox was only a siding.

Weeds grew so thick along the Soo Line that high winds would blind them over the rails. Train crews often spent an afternoon in their stalled trains waiting for the wind to subside.

Between 1893 and 1903 there were only sidings along the Soo Line, one every twenty miles, with a station at Weyburn and Estevan.

In the fall of 1900 a station house was opened at Milestone. Section houses were placed at Macoun, Yellow Grass and Rouleau.

Wilcox was incorporated as a village in 1904 and became known as "The million bushel town." Wilcox, chosen by Rev. Father Althol Murray as the site for The University of Notre Dame, has received considerable publicity as the home of this remarkable school for boys.

Between Milestone & Yellow Grass is the settlement of Lang, incorporated as a village in 1904. Oldtimers still point with pride to the Grainbelt Hotel which fifty years ago was a popular stopping place for land seekers and travellers.

YELLOW GRASS

Seventeen miles northwest of Weyburn is Yellow Grass incorporated as a village in 1903 and as a town in 1906. Dr. J. H. Allen was elected first mayor.

Fifty years ago a friendly rivalry existed between Weyburn and Yellow Grass. By 1906 Yellow Grass was listed

at a town of considerable promise. There were two banks, two lumber yards, an excellent hotel, hardware and general stores, livery and feed stables. The village had light and power and a rural telephone service.

The old stone school built in 1903 is now used as an office building for the R.M. of Scott. Business places established at this time are familiar names in the south country today. J. A. Baker, a son of A. S. Baker, pioneer hardware merchant Alfred and Philip Hilt, sons of Philip D. Hilt, pioneer merchant in flour & feed. Alfred E. Hilt, is present Mayor of the town having held this office for the past seven years.

The Yellow Grass post office has become a family tradition in the Wilken family. Mrs. Mary Wilken was the first post-mistress. At her retirement H. J. Wilken became postmaster and in 1944 his son-in-law took over the position.

Yellow Grass derives its name from the colour of the grass in the local swamps.

LEWIS C. LOCKE, TOWN CLERK OF YELLOW GRASS

Born in 1880 at Lockport, Nova Scotia. Lewis C. Locke at the age of 17 (1897) journeyed to Africa, spending the following three years on the dark continent. He has a veritable storehouse of memories pertaining to this fascinating land and remembers well such interesting cities as Cape Town and Johannesburg. Returning to Boston, Massachusetts, in 1901, he joined the western land seekers in 1904, locating land at Creelman, Saskatchewan. The following twenty years were spent as general merchant and farm implement agent in Creelman. Then in 1927 he opened a branch store at Yellow Grass for The Wadlin Chain stores and in 1942 became town clerk for the town of Yellow Grass. That position he has held for the past fourteen years.

LEE VAN DE BON

A native of East Camp, West Flanders, Belgium. Lee Van de Bon came to Canada in 1911. The first five years were spent in Manitoba, then travelling west he worked in the wheat fields of Sas-

katchewan until 1920, at which time he made his first trip back to Belgium.

Within the year he returned to Canada with a Belgian bride and the Van de Bons started farming three miles north of Yellow Grass.

Lee Van de Bon's career as a farm implement agent began with Oliver in 1928 and in 1932 he became associated with J. I. Case & Minneapolis-Moline as farm implement dealer in Yellow Grass.

Van de Bon & Sons of Yellow Grass have followed the modern trend in business, which is reflected in their up-to-date shop and equipment.

MILESTONE

Milestone, in the year 1900, consisted of one lone station surrounded by virgin prairie land. A post office was established in 1901 and the first merchants arrived.

C. H. Davidson of St. Paul, Minnesota organized The Canadian-American Land Company Ltd., in 1901 purchasing 200,000 acres of Canadian land. Associated with this company were J. E. Martin and T. L. Bruecker, with Eugene Case as manager. J. E. Martin owned the Milestone townsite. The Milestone hotel was built in 1902 and the Village was incorporated March 14th, 1903, with Douglas Radham elected first overseer.

Milestone soon became a centre of activity. The Hopper Land Company established an office in the village. In three years time merchants, builders, blacksmiths and harnessmakers had increased the population to "town size" and the town of Milestone was incorporated August 15th, 1908.

Land agents awaited the arrival of packed excursion trains from the Mid-western States, filled with prospective buyers, all eager to procure land in the famous grain belt.

Milestone derives its name from C. W. Milestone, Superintendent of the Soo Line extension in 1903.

BOLLEAU Seventeen miles north west of Milestone derives its name from Judge Rouleau, a stipendiary magistrate for the North-West Territories in 1893 and a former member of The Northwest Coastal Railway was incorporated as a town in 1906.

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Moose Jaw, Saskatchewan

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1882—1957



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"City of Industry"

★ Canadian Pacific Grand Divisional Point
for Saskatchewan

★ The "Soo Line" Terminal

★ Oil Refining Centre

★ Home of "Robin Hood" Flour



Moose Jaw, is a modern industrial centre of 30,000 people, its history dates back to the 19th century and the days of the old west when the first settlers to arrive came in over the trails travelled by the fur traders of Rupert's Land.

The staple industries, based on the natural products of this area have gained dominion wide recognition. Foremost in this category is the famous "Robin Hood Flour" milled by the Robin Hood Mills, established in 1900, from which Moose Jaw derives the name of "The Mill City". the Saskatchewan Government seed plant, 16 storeys in height, covers a world wide market and was formed by the Seed Growers of Saskatchewan in the spring of 1948, for the purpose of marketing seed grain on a co-operative pooling basis. Located here is the Canadian Government storage elevator with a capacity of five and one-half million bushels, National Flour Mills Ltd., producers of rye flour, Canada Packers Ltd. supply meat for Southern Saskatchewan, the Southern Saskatchewan Co-operative stockyards are the second largest in Canada west of Winnipeg the Security Lumber Company Ltd., with head office at Moose Jaw operate line yards throughout the province; the Bird Construction Company Ltd. was founded in Moose Jaw in 1920 by H. J. Bird and incorporated as a Saskatchewan Company in 1930, this company now has branches in Winnipeg, Regina, Moose Jaw, Lethbridge, Calgary and Edmonton, Maccam Limited, Williams Transport, the Moose Jaw Cartage Limited, and North American Van Lines, whose oil transports and trailer vans travel the highways of the three western provinces are familiar names in the west. These various factors are indicative of the major role Moose Jaw, as an industrial city, has played in the development of the west.

This period of expansion and growth covers some fifty-four years, extending back to 1903 when the land boom brought in thousands of new settlers and the city of Moose Jaw was incorporated.

Oil Refineries

The British American Oil Co. Ltd. is the major oil refining company in Moose Jaw averaging 15,000 barrels a day producing all types of gasoline fuel oils and asphalt bunker oils.

Husky Oil & Refining Ltd. has a 6,000 barrel per day refinery, producing gasoline fuel oils and asphalt bunker oil.

While there are no oil fields in the vicinity of Moose Jaw, the Inter-provincial Pipe Line and the South Saskatchewan Pipe Line pass some five miles north of the city. Moose Jaw is the second largest refining centre in the Province of Saskatchewan; the two refineries draw their crude from the above mentioned pipe lines.

Moose Jaw is the marketing division office for Anglo-American Exploration Ltd. Anglo-American together with their wholly owned subsidiary Grindol Freehold Ltd. are starting an initial twenty-two well drilling programme in southeastern Saskatchewan; their first successful well was recently brought in near Glen Ewen Saskatchewan; this area gives every indication of bringing in further successful wells.

The marketing division of Anglo-American have approximately three hundred outlets of all types in the Province of Saskatchewan.

Head office for the Western Oil Co. Ltd. in western Canada is located at Moose Jaw; this well known firm operates a grease manufacturing plant and in addition distributes various petroleum products in southern Saskatchewan as well as supplying grease of all types to oil jobbers in western Canada.

Imperial Oil Limited maintains a warehouse at Moose Jaw.

Head office for the Western Drilling Supplies is located in Moose Jaw with branch offices at Swift Current, Weyburn, Estevan and other points.

Trans-Canada Seismic Supplies have established their head office at this point.

Panther Oil & Grease Manufacturing Co. of Canada Ltd. established its first western branch at Moose Jaw in 1953 purchasing the old brewery site on Home Street west. All building maintenance products and the majority of chemical products are manufactured at the Moose Jaw plant. Their products cover lubricants, water proofing and chemical supplies which are sold direct to the consumer.

Natural Gas

October 9th, 1956, marked an important milestone in the history of Moose Jaw's industrial development. On that date thousands of citizens and visitors gathered at the entrance to Crescent Park to witness the sparking of the mammoth torch, which climaxed the "flame lighting" ceremonies inaugurating Moose Jaw's first natural gas service.

Natural gas for Moose Jaw is supplied from the Success field west of Swift Current, conducted through the Saskatchewan Power Corporation's own pipe line.

Moose Jaw ranks as one of the largest distributing centres for Farm Equipment in the province; the annual sales average \$3,000,000.



AIR VIEW OF MOOSE JAW

Taproots and Progress

As commissioner of the Chamber of Commerce, Gerald S. O'Shaughnessy in the past thirteen years has learned to sift fact from fantasy. Realizing that progress can only be achieved by concentrated effort and a thorough knowledge of every phase of Chamber of Commerce work, which in co-operation with other organizations of like nature in the province are directing their energies toward one shining goal, the building of highways which will weave their ribboned pattern across the prairies, extending to the northern parklands, "nature's wonderland" of forest reserves and sparkling waters whose lakes teem with wall eyes and deep lake trout. The nesting grounds of the Canada goose and waterfowl. A paradise for the hunters and anglers who travel our highways and byways to reach some favourite spot where they can sit by a camp fire and watch thin spirals of smoke dissolve in the autumn air taking home memories of pure patterned lakes and the weird cry of the loon across some far northern waterway.

This is not idle fantasy. Trans-Canada highway across the prairies will be completed in 1967. This new broad highway will bring in an

influx of American tourists, marking a step forward in the programme outlined by these crusaders of progress.

Another goal which these diligent workers have outlined is relative to industrial development. Moose Jaw is headquarters for The Saskatchewan Rivers Development Association. Some 43 municipalities in Southern Saskatchewan are represented in this colossal enterprise. It is in this area that development of irrigation projects is expected to take place upon the completion of the Federal dam to be built on the South Saskatchewan river in the vicinity of Outlook. Once the water is impounded at the dam it will be one of the duties of S.R.D.A. to set up irrigation districts where field crops such as peas, beans, corn, alfalfa, potatoes and sugar beets can be produced. Following the establishment of these districts there will be industries developed to process the crops especially canning and sugar beet factories. These are facts not fantasies and a goal worthy of attainment.

While primarily interested in molding the present and the future of Moose Jaw, Gerry O'Shaughnessy realizes that "taproots" play an important part in the development of a city.

Regina and Moose Jaw separated by only 42 miles of highway are the two oldest cities in the Province of Saskatchewan. Up until 1912 they were the two largest cities, then Saskatoon forged ahead placing Moose Jaw in third place, which is a mere matter of population, considering that Moose Jaw's taproots extend down deep into the soil of Rupert Land when the big turn of the river in Kingway Park was a familiar land-mark in the days of the fur traders.

Glancing over old records from Territorial days, we find Moose Jaw's first Board of Trade was formed in 1888. J. A. Gordon was elected first president. The year 1938 will mark the 70th anniversary of Moose Jaw's Chamber of Commerce and the record books give the history of an organization that is hard to beat.

Gerry O'Shaughnessy treasures these priceless old ledgers and Board of Trade annals. One for 1913 advertises Moose Jaw as "The Buckle on the Greatest Wheat Belt in the World". Numbered among these builders of the West whose dreams and visions are being realized today was Walter Scott, Saskatchewan's first premier, one time owner of the Moose Jaw "Times Herald" and Thomas Miller, his partner, who had such great faith in the future of Moose Jaw. Unforgettable taproots which extend down deep into the soil of the old west. The Honourable Thomas Miller became Saskatchewan's seventh Lieutenant-Governor in 1945.

When Captain John Palliser came through here in September 1857, he undoubtedly would not have given a "peck of pickled peppers" for the whole territory. In the spring of 1881 this was virgin wilderness, a land of whispering buffalo grass, gopher colonies, garter snakes, buffalo herds and nomadic Indian tribes. One year later the picture was to change. W. C. Van Horn, with his dynamic force, challenged the wilderness with two ribbons of steel bringing the first work train to Moose Jaw Sept. 6th 1882, and the first passenger train "old 103" in December. Taproots for the city of Moose Jaw had been started by the late Senator J. H. Ross.

as early as January 22nd, 1882, who arrived with a party of land seekers on that date.

Gerry O'Shaughnessy's career as secretary of Moose Jaw's Board of Trade began in 1944, when he took over his new post at the age of 33 years. His father, the late Cyril A. O'Shaughnessy, was a well-known newspaper man who started his career with "The Telegram" in Winnipeg, transferring to "The Winnipeg Tribune", he later joined the staff of "The Daily World", Vancouver. Gerry received his primary education in Winnipeg and Vancouver. After graduating from the Moose Jaw Collegiate, he left to take a course in Commerce at the University of British Columbia.

The death of his father in 1933, brought Gerry back to Moose Jaw and his first job as a salesman for Art Porter of the Quality Press. In 1936 he joined the staff of the Swift Canadian Co. Ltd. Then from 1937 to 1944, he sold insurance for the Prudential Life.

In 1946 Moose Jaw switched from Board of Trade to Chamber of Commerce. There are now 370 members, with Ralph L. Bamford as president.

For many years the Chamber's offices were located in the Walter Scott building. Today Gerry has a gleaming new office at Athabasca and Main.

Gerry has been married since 1935. His wife, the former Vera Antill is a daughter of William Antill. Their three children will soon be starting careers of their own. Dale is a student at the University of Saskatchewan. Nita is in training at the Regina General Hospital, and Dennis is attending school at Moose Jaw.

Gerry takes an optimistic view of Moose Jaw's future. 1957 will undoubtedly be a banner year, as construction work is increasing. Plans are under way for the erection of a two million dollar distillery. British American and other oil companies are planning extensions to their present plants. Exploration work in the Moose Jaw area gives every indication that producing oil wells may soon spark the flame for further industrial development.



Laying Oil Pipe Line

A SPOTLIGHT VIGNETTE OF MOOSE JAW'S "FRIENDLY" MAYOR



MAYOR LOUIS M. LEWRY, 1904-1905

December 31st, His Worship, Mayor Louis Harrington Lewry, Moose Jaw's 25th Mayor, will have completed his seventh year as Mayor of The "Friendly City". On that day he will turn the keys of the city over to Joseph Hampson, Moose Jaw's mayor elect for 1957.

Mayor Lewry has formulated plans for entering the political field. In July 1956 he accepted the nomination as CCF candidate for The Moose Jaw Lake Centre constituency. June 16, 1957 he was elected as federal member.

Mayor Lewry has the distinction of being the first native born son to be elected Mayor of Moose Jaw. He was born April 16th, 1918, a son of Philip and Mary Louisa (Harrington) Lewry, settlers from Brighton, Sussex, England who came to Moose Jaw in 1912. His father formerly a railway coach builder in Brighton, quite understandably sought employment in the field he knew best and for thirty-three years was an employee of the C.P.R. He retired in 1946.

Louis Lewry is a graduate of The Moose Jaw Collegiate. At the age of nineteen years he became news editor for CHAB. The sales manager of the broadcasting station had the same given name as the newly appointed News Editor in order to differentiate between the two, the sales manager gave him the

nickname of "Scoop", which has clung to him like a burr in a briar patch and to this day the majority of Moose Jaw's leading citizens refer to their mayor in a friendly manner as "Scoop".

After eight years as news editor for CHAB, "Scoop" Lewry started a weekly newspaper known as The Western Spot. Right, the paper eventually folded for lack of staff. He then became staff reporter for The Regina Leader Post, retaining this position until the end of December 1944, when he became the City of Moose Jaw's 25th mayor.

Young Mayor Lewry soon found he had taken on a full time job. His desk calendar became a merciless tyrant, which left little time for outside diversions. He is credited with having more "firsts" than the Russians lay claim to. Besides being the city's first full time mayor, he is their first redheaded candidate to fill the chair. Opening new stores and business places became another first, then let us not forget that he grew the first beard for The Swift Current Frontier Day competition between Southern Saskatchewan Mayors.

"Beef Sessions" an open forum for the citizens to air their grievances was another "first", launched by Mayor Lewry and in the past seven years, 4,625 complaints and requests for city services have been adroitly handled in this friendly co-operative manner.

Mayor Lewry's training as staff reporter has proved invaluable in his present work. He has no stenographer attached to his office. According to his records he has typed some 4,000 letters annually or an approximate 42,000 in the seven years he has held office, using his famous "Hunt and Peck" system, which is a complicated one finger method frowned upon by most secretarial schools. Nevertheless, he has developed a proficiency of his own which literally makes the keys fly. Besides his office typewriter he keeps a reserve of two at his home and one at his summer cottage. Statisticians advise us that it takes 18,000,000 aspirins to lull the North American Continent to sleep in this modern world of speed often referred to as "The Aspirin Age". Mayor Lewry needs no such soporific, the soothing rhythm of his "Hunt & Peck" system routs the enemies of sleep and has proved its worth as a cure-all for jangling nerves.

In retrospect one pictures the mayor's office in 1907, Queen Victoria's Diamond Jubilee Year and we visualize her picture above the Mayor's desk. Sixty years have passed since that special event became a milestone in

history, and today the lovely smile of Her Gracious Majesty Queen Elizabeth welcomes one as they enter the Mayor's office. In a reminiscent mood Mayor Lewry recalls the memorable occasions when royalty has tarried for an hour or two in the "Friendly City." In 1938 King George VI and Queen Elizabeth brought thousands of visitors to the city to catch a fleeting glimpse of the Royal couple. At that time "Scop" Lewry was news editor for CHAB and covered their stay in Moose Jaw. The Duke and Duchess of Windsor have paid two visits to Moose Jaw. In 1942 he covered their trip as far as North Portal for CHAB and British United Press. Then in 1953 he met them personally as Mayor of the city. In 1952 he had the honour of welcoming the present Queen, then Princess Elizabeth and The Duke of Edinburgh on their brief visit to Moose Jaw. The Queen graciously acceded to a request of His Worship, The Mayor, to walk among the group of well-mannered school children, dressed up in their Sunday best, who followed her progress with star dust in their eyes, cherishing the precious seconds, so soon to become but a treasured memory. He recalls meeting the train at 7:30 in the morning to greet His Royal Highness, Prince Achute, Crown Prince of Japan. This was in 1954.

As Alderman of the city in 1948-1949 he met The Earl of Bessborough, then Governor General of Canada. Other notables who have paid visits to The Friendly City include Sir Edward Beatty, D. C. Coleman and W. G. Mather, presidents of the Canadian Pacific Railway. Mayor Lewry was a telegraph messenger for the C.P.R. when N. B. Crump, the present president of the C.P.R. was night foreman at Moose Jaw during the "dirty thirties."

December 18th, 1942 Louis H. Lewry married the former Jean Munro, a great, great grand-daughter of Philemon Wright, founder of Hull, Quebec, and Bytown, known today as Ottawa. His parents were early American settlers from Kent, England. Philemon Wright was born in Massachusetts. As a young man he moved to Canada where he engaged in lumbering on The Ottawa River. he learned to know the natives of that district well. They gave him the name of "The White Chief of the Ottawas."

The Lewrys have four children, Catherine, Janet, Philip and Harold.

Mayor Louis Lewry is Secretary-Treasurer of The Grandview Beach Cottage Owners Association. This summer

resort now belongs to the cottage owners and is located on East Mountain Lake east of Dilke. His introduction to this community was brought about from a desire to get away from the hustle and bustle of the city, especially during week ends. This was in 1930, three years later the original owner of the land decided to sell. His price was \$14,000. Instantly into Mayor Lewry's active mind flashed the idea of having the cottage owners take over the premises on a co-operative basis. The plan met with the approval of the cottagers and Moose Jaw's Mayor found himself involved in a week end schedule he had not bargained for.

In spite of his busy schedule Louis H. Lewry is President of The Saskatchewan Urban Municipalities Association, President of The Wild Animal Park Society and Director of The Hudson Bay Route Association.

JOSEPH HAMPSON MOOSE JAW'S 26th MAYOR 1957



Joseph Hampson, Mayor elect for the city of Moose Jaw, was born in Leicester, England. At the age of twelve his father died leaving his mother Mrs. Mary Hampson with nine children to support and educate.

Joe's older sister Annie left for Canada in 1904 to join her fiance A. W. Wells, a veteran of the Boer War who had settled in Moose Jaw. Within the

year she persuaded her mother to join them and the family arrived in May 1900.

Joe Hampson recalls his first job in Moose Jaw with Jack McPherson the butcher on River Street. Joe delivered the meat and on killing days rode to the slaughter house, three miles east in a horse drawn democrat with Crazy Jack, Big Joe and Big Emma, three Wood Mountain Stonies, who assisted with the work, providing they could use the shot gun. Billy Roger was the butcher.

Mary Ann Hampson died on a homestead between Herbert and Morse and in three years time the Hampsons owned their own land.

In 1906 Joe started with the CPR as rail boy. In 1908 he began his five year apprenticeship as a machinist. When war broke out in 1914 he made 18 pounder shells for the army in the old Bridge & Iron Works at Moose Jaw. He joined the 128th Battalion as an infantryman, transferring to the 28th Battalion in France. After the armistice he served with the Army of Occupation on the Rhine with headquarters at Bonn, Germany.

Returning to Moose Jaw he became interested in Union work. He is past president of Lodge 639 L.A. of M., has served as Recording Secretary for years and was general chairman for Western Lines, Section Vice-Chairman for Saskatchewan, Organizer and Grand Lodge representative.

He is the only Canadian member of The Grand Lodge Law Committee ever to be elected by acclamation.

In 1936 The Hampsons revisited France and the battlefields for the Vimy Ridge Memorial reunion.

For the past twelve years Joe Hampson has served as alderman for the City of Moose Jaw and has developed his knowledge of civic administration by serving in various fields. Chairman of The Parks & Recreation Board, Chairman of the special water Committee. He has been a member of The Police Commission and five or six times served as deputy mayor. In 1948 he represented the city at the Mayor's Convention held in Halifax. While touring Great Britain and the continent in 1954 he was re-elected in absentia. In the 1958 election he contested the election as an Independent Mayoralty Candidate and won. He retired from the CPR in 1958.

During "The dirty thirties" Joe Hampson was captain of the CPR football team and was chosen to play on the team representing Moose Jaw against

the world champion Australians. Moose Jaw also had a crack soccer team at that time and Joe was Captain of the team. He recalls the nucleus of The National Hockey League trained south of the CPR tracks at Moose Jaw. This brought to mind another interesting sport indulged in by the sporting fraternity of Moose Jaw in a by gone era when the land where The Providence Hospital is located today was known as Snake's Hill. Thousands of garter snakes were denned up in this locality and hunting snakes became a Sunday Sport, with their vertimes winding up as hat bands for the better dressed man about town.

Before leaving for overseas in 1916 Joe Hampson married Florrie White head a daughter of the late ex-alderman Thomas Whitehead who came to Moose Jaw in 1905 establishing himself as an electrical contractor. The Hampsons two children Gerald and Kathleen are now married and make their home in the Friendly City.

RALPH L. BAMFORD

President, Moose Jaw Chamber of Commerce



R. L. BAMFORD & COMPANY

The famous "Soo Line" of the CPR extends 187½ miles south-east of Moose Jaw to North Portal, customs port of entry to the United States and the Gateway to Saskatchewan.

R. L. Bamford & Company with head office at Moose Jaw maintain branch offices at Estevan, Weyburn and Assiniboia.

The firm was established in 1918 by W. E. Hodge, C.A., then known as Hodge, Neal, Ronald & Griggs. Their first office was located in The Merchant's Bank Building, now occupied by The Bank of Montreal.

During the past thirty-nine years various changes have been made in the personnel of the firm. In 1920 the name was changed to Hodge, Ronald Griggs & Company, 1922 Hodge, Thompson, Ronald & Company, then in 1924 Harry Bamford became affiliated with the firm and the name was changed to Hodge, Thompson & Bamford 1932, Hodge & Bamford 1940, Hodge, Bamford & Wilder and in 1950 R. L. Bamford & Co.

The Bamfords were pioneer settlers from Rochdale Lancashire, England. Harry Hoden Bamford was born in England in 1879, a son of Thomas Bamford who settled in Manitoba during the 1880's locating land at Selkirk, named after Lord Selkirk who sent out the first colonists to settle in the west in 1811.

Harry studied the history of The Red River Valley, at Selkirk where he attended school until his father's death in 1895, when he left for Winnipeg to article with a Winnipeg Law firm.

In 1899 Harry Bamford accepted a position as chief clerk to Superintendent C. W. Milestone, which brought him to the CPR Divisional point of Moose Jaw.

C. W. Milestone left the CPR to establish a Galt Coal Agency, Harry Bamford then became office manager for The C. W. Milestone Coal Company. His career became firmly anchored in Moose Jaw when he met and married Ida Jane Marks, then in charge of Binnings Millinery.

With his knowledge of accountancy Harry Bamford never lacked for work. He was accountant for The Lawrence Construction Company when the Moose Jaw power house was built, he then transferred to The Saskatchewan Glass & Supply Company as manager. This firm was later taken over by Hobbs Glass and is today a division of Canadian Pittsburgh Glass.

In 1918 Harry Bamford articleed as an account student with Hodge, Neal, Ronald & Griggs, joining the firm in 1924.

Ralph L. Bamford a son of Harry Bamford was born in 1910. He attended the old Victoria School and Central

Collegiate, then enrolled at the University of Saskatchewan where he received his B.Acc Degree in 1930. He entered the firm as a student accountant and in 1939 married Katharine Marian Graham, a daughter of Angus Graham, first principal of The Moose Jaw College, now The St. Anthony's Old Folk's Home.

R. L. Bamford took over his father's interest in the firm in 1944, then known as Hodge, Bamford & Wilder. The following six years brought sad changes to the firm. W. E. Hodge died in 1944, Harry Bamford in 1946 and T. R. Wilder left in 1950. At this time the name was changed to R. L. Bamford & Co.

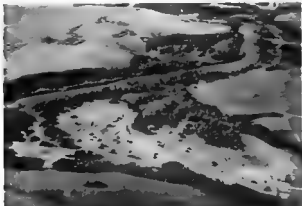
The R. L. Bamfords have four children, Margaret, Janet, David and Douglas, all attending the Moose Jaw public schools. David and Douglas will undoubtedly excel in the wizardry of figures, that they in turn may carry on the tradition of this pioneer firm of accountancy.

R. L. Bamford is president of The Moose Jaw Chamber of Commerce, past president and past District Governor of The Lions Club and past president of The Institute of Chartered Accountants.

THE ORIGIN OF MOOSE JAW

This region was familiar ground to the fur traders of The Great Company, who followed the Fort Qu'Appelle trail south-west to Wood Mountain. Favourite camping grounds of the nomadic tribes who dwelt here in days gone by are today known as Kingsway Park and South Hill. The Assiniboines have legends of their people of a time so long ago they now take on the semblance of a dream.

To appreciate the historic role Moose Jaw played in the days of the old west, one must gather with infinite care, the bits and pieces left to us by those who travelled here or were employed by The Hudson's Bay Company to barter knives, knives, guns and trinkets for the pelts, hides and pemmican brought in by Indian trappers and hunters. The dust and mold of a century has destroyed much valuable evidence, but working with what we have the pattern of their days begins to emerge and we find their history well worth recording.



"THE RIVER THAT TURNS" — KINGSWAY PARK, MOOSE JAW
Familiar ground to the fur traders of Rupert's Land and the camp site
of nomadic tribes in years gone by

THE TRAILS OF RUPERT'S LAND

During the earlier days when the buffalo were numerous, they had fixed and exact periods during which they migrated north and south in the spring of the year the eastern buffalo herd moved north, entering Rupert's Land in the vicinity of Wood Mountain, moving due north to the Saskatchewan River, turning easterly and crossing at the approach of winter, the western herd moved north in the Autumn and returned south in the Spring. Favourite feeding grounds of the buffalo were the coulees and ravines south of Mortlach to Lake Johnston and Old Wives Lake, there are two Old Wives Lakes connected by a creek, these were named on maps respectively after the Right Honourable Henry Chaplin and Sir Frederick Johnston, who hunted buffalo near there in 1861.

There are a number of legends concerning the origin of the name Moose Jaw, one is that the spot was so named because the course taken by the river that runs through the city resembles the outline of the jawbone of a moose, according to the Geographical Board of Canada, Moose Jaw derives its name from the Moose Jaw Creek, which was

reached by Captain John Palliser, Sept. 18, 1857, he had been sent out from Britain to make a survey of the northwest, in order to determine the agricultural possibilities of the plains and park land region for colonization, he reported finding a Cree encampment on the present site of the city and the name was found on his map lithographed by John Arrowsmith in 1859. A second expedition sent out by the Canadian Government under S. J. Dawson and Professor H. Y. Hurd, whose maps were published in 1880 gives the Moose Jaw location. The S. J. Dawson map published by The Legislative Assembly, Toronto, shows the location as "The Moose Jaw River", while these reports are edifying we must turn to other sources for the real picture of Rupert's Land and the Old Fort Qu'Appelle Trail that crossed the Moose Jaw River at "The Big Turn" in Kingsway Park, where the river changes the direction of its flow from northwest to northeast.

Isaac Cowie officially connected with The Hudson's Bay Company as apprentice clerk for Fort Qu'Appelle from 1867-1872, learned to know the old trail well, as part of his work was to check the wintering posts at Wood Mountain and Old Wives Lake, he also gives a

very good description of The American Trading Post established in the Cypress Hills in 1873, by an American named Farwell, this post will be familiar to the readers as Farwell House in 1913. Isaac Cowie wrote a detailed account of his seven years in the service of The Hudson's Bay Company during 1867-1874, this was published in book form under the name of The Company of Adventurers. As his first trip by dog train followed the old Qu'Appelle trail to Wood Mountain across to Old Wives Lake and back to Fort Qu'Appelle, we are following this narrative as closely as possible in order to picture this land as it appeared in the days of 1868.

THE FORT QU'APPELLE WOOD MOUNTAIN TRAIL (1868)

Leaving Fort Qu'Appelle January 16th 1868, with dog train and supplies for Wood Mountain and Old Wives Lake, the traders traversed the treeless plains between the last woods and a place in the valley of The Pile O' Bones, where there was some brush. They were overtaken by one of the terrific blizzards for which the winter travelling grounds of the Qu'Appelle traders were noted, and they protected themselves from freezing to death by scooping a hole in the snow then spreading blankets and robes under and over their bodies. They let the drifting snow cover them completely burrowing their way out when the storm subsided.

The following evening they camped in the woods of the Valley of Pile O' Bones. In the next few days and from Qu'Appelle they reached "The Big Turn" and lodged in the little wintering cabins of Paul and Xavier Denoux which were sheltered in a wooded valley. On leaving this place they encountered a band of buffalo and wolves became more numerous sitting on every knoll, but always out of range of their guns. There were two kinds of wolves, the familiar one known today as the coyote and the big prairie wolf these were of various shades ranging from white to grey with occasional patches of black. Following on the blizzards and as scavengers on the field of slaughter they often attained an immense size and were as feared good eating by the Indians, who told tales of their wonderful intelligence and were convinced they could count up to seven. Even when the buffalo had migrated after and food could not have been plentiful the wolves never lacked up the courage to attack people.

The route of the traders crossed ridge after ridge and valley after valley of the Coteau Missouri, the crossing of the Coteau was the most dreaded part of winter journeys, for the region was peculiarly subject to sudden storms and blizzards, which neither man nor dog could face. On their last day they made good time, travelling long into the night over the foothills and across a lake they reached the base of Wood Mountain where their arrival was hailed with joy by those who had been left in charge of the big log hut, the wintering post of the traders. They sat down to a "square meal" accompanied by that rare and costly dainty of the time and place bannocks made with lots of buffalo fat and baked before an open fire in a frying pan.

The following day the furs, robes and pemmican bartered in trade with the Wood Mountain Stomies were checked. The Indians wintering in the wooded valleys of the mountains were principally Assiniboines known to the traders as Wood Mountain Stomies, they were horse thieves incarnate and the women were adept at pilfering any stray article they could lay their hands on.

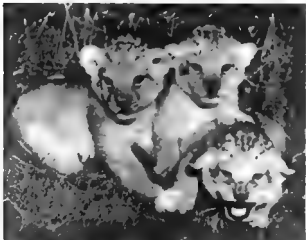
The trading party returned to Fort Qu'Appelle via Old Wives Creek, where Jacob Bear was wintering in the lodge of Ockemah, the recognized chief of The Qu'Appelle Saulteaux (Soto), they packed up the pelts and hides he had ready, then set out for Fort Qu'Appelle on the 20th of January, 1868. The trail which after reaching the Hotel Denoux at "the river that turns" was the same followed on the outward journey before them lay Old Wives Lake, with the high rolling ridges of the western slopes of the Coteau. On the farther side their course lay almost directly over the willow clad island in the middle of the lake which was supposed to be fire quenched by the spirits of the Old Wives train which the lake derives its legendary name. The Indians shunned the lake of the Spirits, as they feared to rouse the wrath of the Ghosts of The Old Wives.

THE LEGEND OF OLD WIVES' LAKE

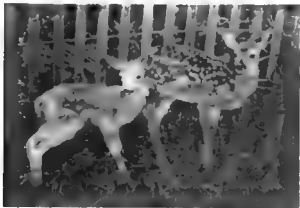
This is a legend which has been told around many camp fires, the exact date of the event seems to be lost in an fog, nevertheless from this legend, Old Wives some thirty one miles south-west of Moose Jaw derives its name.

An encampment of Assiniboines on this lake had been warned by rumors that the Blackfeet were on the war

'Moose Jaw's Wild Animal Park



Eight descendants of that ancient Monarch of The Plains, the buffalo, now graze contentedly in the ancestral feeding grounds of their forefathers bordering the River that turns to Kingsway Park. In comparison, the old days' their range is somewhat restricted. Moose Jaw's famous Wild Animal Park covers but 22½ acres of native prairie and there the favourite camping site of nomadic tribes who pursued their flocks of the Big Game, it was a land mark for buffalo hunters of Rupert's Land who broke their long journey south to Wood Mountain in this special spot. For the past twenty-eight years, this huge buffalo stampede, deer, wildcats, monkeys, wild mink and badgers have been housed and fed at an annual cost of \$4,000 to the park and who, besides the amazing managers. The past eleven years, the Lodge has become a shelter of the sick and the anxious convalescent are resting along his footsteps as he enters the park. He allows neither snow nor driving rain to interfere with his daily visit. The buffalo—most of eight are from Wainwright, Alberta, two from the west—hog and turkey was born in the park and her mother is the Cagayan. The feathered tribe have not been forgotten in this same tour, for wild life and inside the wire, ed and peaceful, are found game and magnificent others. A visit to this famous park will prove an unusual experience. Thousands of visitors and tourists make it a point to visit Moose Jaw's famous Wild Animal Park each year.



RIGHT NEXT TO THE LIONS WOW!



THE LIONS "LEO" AND "GOLDIE"

First Settlers at "The Big Turn" January 22, 1882

path, a dawn attack was expected. Realizing they would be hopelessly outnumbered, the quick witted Old Wives of the encampment proposed a plan, they would keep the campfires burning through the night while the rest of the encampment escaped under cover of darkness, thereby assuring safety to the younger members of the tribe. At dawn the hideous war cry of the blackfoot cut the air, as the feathered and painted warriors lodged their attack, only to find a few old crones seated around the campfires of the deserted village. Chagrined by the trick which had been played upon them, they massacred the Old Wives who are reported to be an still frequent the spot in spirit and fear that reason this willow clad island in the middle of the lake has been named The Isle of the Spirits.

WOOD MOUNTAIN AND WILLOWBUNCH

The Trading Post at Wood Mountain was built by Jean Louis Legare trader and hunter who went into partnership with George Fisher in 1871.

In 1879 Jean Louis Legare settled at Willow Bunch, so named from the numerous willow bunts in this area. He built a house and a new store and brought with him some 30 metis families from The Wood Mountain settlement.

The Metis of Willow Bunch worked on construction work for the CPR in the spring of 1883. A Catholic school was built here in 1886, which provided a free education for the metis children of the settlement. In 1897 a school district was organized. The post office was opened in 1894. For many years Moose Jaw 80 miles distant was the nearest railway centre. In 1910 the CNR was completed to Bengough some twenty-one miles east of Willow Bunch. Thus the old fur trail from Wood Mountain was kept open for many years after the fur traders had vanished.

THE YEARS OF REORGANIZATION

The 1870's witnessed the decline of tribal councils, buffalo, trading posts and the red river cart, the transfer of Rupert's Land to The Dominion of Can-

ada July 15th, 1879, virtually ended the fur trade. "The Great Lone Land" so aptly described by Captain W. F. Butler with its tales of the old west were to become legendary in the 20th century.

The new settlers in The Northwest Territories, were mainly interested in The Homestead Act and obtaining land along the proposed route of The Canadian Pacific Railway through the newly formed District of Assiniboia.

The romance of the Old Trails brought the first city fathers to Moose Jaw, January 22nd, 1882. The late Senator J. H. Ross and Hector Sutherland of Winnipeg had travelled the trail by team and democrat in July 1881 merely to inspect the territory. That year the steel had been completed to Oak Lake, Manitoba. Returning to Winnipeg they stocked up with supplies which they brought overland from Oak Lake, with them were three interested land seekers, making a party of five. By July 18th 1882 two log houses, two tents and a squatters dugout marked the spot which was to be known as Moose Jaw. These men were brought in over the trail from Fort Assiniboia. The trail consisted then with its covered wagons and December 1882. 1882 of being ribboned of steel carried the first passenger train to Moose Jaw, undoubtedly bringing parents and Christmas Cheer for the Founders of the City. The selection of Moose Jaw as a terminus for The Canadian Pacific Railway was determined largely by the existence of a viable water supply.

Early in 1883 four stores and some thirty houses had been hastily constructed, some indication of its rapid growth may be ascertained from the first edition of The Moose Jaw News, published May 4th, 1883 "Two months ago the settlement of Moose Jaw was indistinguishable from the boundless prairies only by its natural beauty and two buildings today it contains upwards of one hundred buildings, many of which are handsome and substantial structures, there are about twenty general merchants whose stocks are large and complete." The paper also states there were approximately a dozen hotels and restaurants, all doing a land office business, so this was the end of the passenger traffic west with a floating population

ed between two and three thousand souls. By the summer of 1882 over 100 surveying parties were mapping the townships and marking individual sections, the first settlers filed on land as close to the townsite as possible in order to reap the benefit of future city development, others chose homesteads near the railway line. No. 1 Highway west from Moose Jaw follows the "Caribou Road" the first actual surveyed road in the whole district. In 1882 the Caribou Road was marked as the Second Base Line from the International Boundary these base lines ran east and west, 24 miles apart starting with the first one 24 miles north of the U.S. Border as the 4th of these 24 mile markers, Caribou Road is exactly 96 miles from The International Boundary line.

Moose Jaw's first post office was established June 1st 1882 in the name of J. A. Whitmore first postmaster who was later succeeded by J. H. Grayson.

All parcels and articles of third class mail for the entire province of Saskatchewan are now worked through the Moose Jaw post-office.

The town of Moose Jaw was incorporated February 19th 1884, electing as first Mayor J. E. Ross.

The Temperance Colonization Society organized in 1882 by John N. Lake, built a large structure, where the Harwood Hotel now stands to house new arrivals and their effects bound for their settlement some 150 miles north. Supplies had to be freighted in from Moose Jaw and on defrauding at this point they were dismayed to learn they still had 150 miles to travel overland by wagon to reach the settlement and locate the land they had purchased from The Temperance Colonization Society. It is recorded that after completing the three weeks journey over the northern trail the venture had lost considerable of its appeal.

Moose Jaw's first agricultural fair was held in this building October 19th, 1884. Ox races were the main event of the day held on Moose Jaw's only race course down the middle of Main Street. From the CPR station northward. A trading post at Willow Bunch and a small settlement at Wood Mountain were the only indicators of settlement in the virgin wilderness to the south, which extended 96 miles from The Caribou Road at Moose Jaw to the International Boundary. Before branch lines were built and settlers moved in this would be known as ranching country. In September 1885 the See Line was com-

pleted from North Portal to the main line of the CPR and Moose Jaw became The See Line terminal, forming a distributing centre for the new settlement of Estevan to the southeast.

WILLIAM GRAYSON PIONEER CITIZEN OF 1883

The law firm of Grayson & McTaggart, Moose Jaw was founded in 1882 by the late William Grayson, K.C. one of the first in the west.

Born in Yorkshire, England in 1836, William Grayson came to Canada with his parents, when he was but a boy. The Graysons settled in London, Ontario, where his father Michael Grayson established himself as a lumber merchant.

William Grayson attended the London schools, then studied law at Osgoode Hall, Toronto. In 1862 he came west to article with an established firm in Winnipeg.

Fascinated with tales of "The Great Lone Land" then known as The North West Territories, William Grayson travelled west to tack up his shaggle with twelve other members of the legal fraternity along the gambled Main thoroughfare of Moose Jaw.

Education became one of William Grayson's main interests. In 1884 Moose Jaw was offered to proclaimed the first School District in the Northwest Territories. Six different class rooms were housed in various buildings throughout the town before the Moose Jaw Union School was built in 1888. During Queen Victoria's Diamond Jubilee year in 1897 the name was changed to The Victoria School, which is today a Saskatchewan landmark in the field of education.

William Grayson served for thirty years on the Moose Jaw school board and during the time he officiated as chairman many of Moose Jaw's fine schools were built. The William Grayson school bears his name.

William Grayson, K.C., was dean of The Saskatchewan Bar and in 1912 became Crown prosecutor. In 1913 he received an appointment as King's Counsel.

At the close of the Red Rebellion Wm Grayson married Ellen Babb, of Mitchell, Ontario, whose parents pioneered at Sidney, Manitoba.

Ellen Grayson often recalled her first glimpse of Moose Jaw. At that time the streets were filled with soldiers and the wounded were being cared for in a hastily constructed military hospital under the supervision of The Sisters

of St John The Divine. Located where the Bank of Commerce stands today.

William Grayson died at the age of 70, in 1928.

Prior to his death he had devoted much of his time toward building up a valuable collection of famous paintings representative of Canadian and European artists. His collection was considered one of the finest in Canada.

These fine old paintings today add graciousness and charm to the oak paneled rooms of the Grayson home, which was built in 1912 reflecting the master craftsmanship of that period.

Eight Grayson children learned to know every crook and cranny of this spacious home. Charles Douglas Grayson, Q.C. now carries on the legal practice established by his father in partnership with his brother-in-law, Lester McFaggart, Q.C. Literary works by Ethel Kirk Grayson include, *Willow Smoke Apples of The Moon*, *Fires in the Vine* and *Beggars Velvet* (verse).

PIONEER MERCHANTS ESTABLISHED 1882-1900

The oldest furniture store in the province of Saskatchewan is THE BELLAMY FURNITURE COMPANY LIMITED OF MOOSE JAW. Established in 1885 by John Bellamy, who arrived in 1883 fleeing on a homestead before opening his first store.

There were no telephones and public utilities bordered on the primitive nevertheless coal oil lamps, board side walks and glass paneled windows were marked improvements to the makeshift arrangements of the 1870's when a square hole filled by a cotton sack or a piece of rawhide served as a window and candles made of buffalo tallow were in common use. At Battleford, flint and steel lit the fires as matches and coal oil were so costly they were used only in case of emergencies. The first coal oil lamp was brought into Fort Qu'Appelle in 1887.

The Pioneer merchants let no grass grow under their feet they were the molders of the future cities and advanced as rapidly as the times would permit. By 1890 a power plant had been built which supplied them with light and power water vendors still carried water at 20c a barrel in Moose Jaw and 50c in Regina, sewer and water systems were not put in until sometime after 1903, which gave rise to "The Bowl and Pitcher Route", a descriptive phrase coined by the travelling salesmen from the east, other was referred to the main line towns as "Tank Towns

surrounded by gopher colonies" we often find more truth than poetry in these old expressions, as a water tank and elevators marked the first approach to any town, while the western prairies seem to be the natural habitat of the gopher and the ubiquitous mosquito. In 1893 the first telephones made their appearance and 23 subscribers had them immediately installed, that year R. L. Slater opened his first tailoring establishment.

R. H. Clarke came to Moose Jaw from Cobourg, Ontario in 1902, to establish Clarke's Men's Wear one of Moose Jaw's pioneer firms, which has been in the family for fifty five years.

MOOSE JAW'S DISASTROUS FIRE OF 1891

The disastrous fire of December 12th 1891 started in the Foley Block built in 1883, and located just across the street from the C.P.R. station.

The flames spread rapidly through the frame buildings and in a few hours some two blocks on the west side of Main Street were a mass of smouldering ruins.

In 1892 buildings of brick and stone were rapidly being completed to replace the old frame buildings destroyed by the fire.

Recently The Moose Jaw Drug & Stationery was remodelled during the process of renovation a board was brought to light by Stuart Brodie, the present owner. This piece of lumber incorporated as a part of the building sixty five years ago, bears the name of the carpenter, Alex Brechin, November 6th 1892.

Stuart Brodie then contacted Anne Wallis, Moose Jaw's 80 year old pioneer, who not only verified the carpenter's name but recalled an amusing story apropos the fire of 1891. Generous citizens she remembers immediately started a fund for those who had lost their personal belongings. As a container for the donations a large glass jar had been placed on a salvaged piano in the middle of the street. After the fire the weary citizens scattered to their various homes and the donation jar was forgotten. Characteristic of the pioneers, who never locked their doors, nor denied a stranger in need, the money was found three days later still in the same place unharmed.

The Moose Jaw Drug & Stationery was built by Walter W. Bole, who compounded a "Gin Pill" formula, which can be purchased today across Canada.

On leaving Moose Jaw, he became associated with a newly formed wholesale drug firm known as Martin, Bole & Wyman Wholesale Druggists, Winnipeg Today The National Drug Limited.

Walter W Bole disposed of the store in Moose Jaw to Dr. A. R. Turnbull, who formed a partnership with Dr. McCulloch. Harry Brodie arrived in 1900, to manage the store for Turnbull & McCulloch and shortly after became an associate partner. At his father's death Stuart Brodie took over the management of the Moose Jaw Drug & Stationery and is now sole owner.

The first Brodie to settle in Canada arrived from Peterhead, Scotland when Toronto was known as Muddy York. Harry Brodie was born in 1868. A graduate of The Ontario College of Pharmacy, he apprenticed in Markham, Ontario before accepting Turnbull & McCulloch's offer at Moose Jaw, in 1900. He died March 4th 1938.

Stuart Brodie was born at Moose Jaw in 1919, attending the public schools and completing his education at The University of Saskatchewan. He has served as alderman for the city of Moose Jaw since 1953.

SLATER & YORK

"Established in the
Northwest Territories—1891"

Two suits shown recently in Slater & York's display windows, bear the label, "Tailored by R. L. Slater, Moose Jaw Northwest Territories.

These suits were tailored for Const. Faddy Doyle, of the famous N.W.M.P., 1893 and James Keay, 1895. A trifle long for 1957 standards perhaps, but workmanship and material have with stood the test of more than sixty years.

R. L. Slater opened his first tailoring shop in 1893. Orders for coats, shirts and other accessories soon made it evident that a good man's shop would be appreciated by the well dressed men in territorial days. Thus in 1897 he trans ferred to Men's Wear. At his retirement in 1953, he held the 60 year record, as the oldest established merchant in Saskatchewan. Moose Jaw's disastrous fire of 1901, destroyed his personal belongings. He lived at that time in the Foley Block where the fire originated. He escaped from the building with his life, a gold watch and a pair of trousers.

In 1914 Marvin E. York, entered his employ as a sales clerk. This promising young man liked the clothing business and R. L. Slater, took a fancy to Marvin

York, which resulted in a partnership being formed in 1920. They moved to the new Slater & York building in 1921.

Marvin E. York came to Moose Jaw in 1908, from Morwood, Ontario. He was one of the founders of The High Park Riding Club and had a preference for thoroughbred horses. At his death in 1953, R. L. Slater decided to return, disposing of his clothing stock to James S. Robertson, who had been employed as a sales clerk for three years and Gerd Irey R. Baskin, a comparative newcomer to Moose Jaw. The two partners consider the tradition and goodwill of the store a priceless heritage, and they both agree one of the most important assets which came with the store are the services of Charles Peters, veteran tailor of the establishment, who became associated with the store 10 days after his demobilization from the Canadian Infantry in 1919. Receiving his discharge papers April 10th, he started his new job April 20th. He is now starting on his 26th year as a tailor for Slater & York.

It is recorded that The Romance of the Old Trails brought the late Senator J. H. Ross to Moose Jaw seventy-five years ago. The same Will-o'-The-Wisp brought to The Friendly City, James S. Robertson, in the spring of 1948. The quest of J. H. Ross resulted in the founding of the city of Moose Jaw, while Jim Robertson's quest resulted in his marriage on April 26th 1948 to Patricia Tuxford, a daughter of J. A. Tuxford, Moose Jaw and the grand-daughter of the late Brigadier General George Tuxford, who commanded the 27th Light Horse during the first world war and was promoted to the rank of Brigadier General on the battlefields of France.

Born in North Wales in 1871, George Tuxford came to Moose Jaw in 1898, locating a homestead at Buffalo Lake north of Moose Jaw. He was instrumental in putting the CPR branch line through the village of Tuxford, which bears his name. In 1910 he established The Canadian Garage in Moose Jaw. At his death in 1943 his son James A. Tuxford took over his interests. J. A. Tuxford is now retired and lives in Moose Jaw.

Slater & York's two new partners give this pioneer establishment a modern touch as they are both air force veterans of the second World War.

James S. Robertson was born in Toronto, Ontario, November 12th, 1923. At the close of 1943 he joined the RCAF. On leaving the airforce he joined the Toronto City Police. The necessity of

having to undergo an operation at The Toronto General Hospital eventually brought him to Moose Jaw, for his nurse was none other than petite and charming Patricia Turford, at that time in training at The Toronto General Hospital.

Geoffrey R. Baskwill was born in Mayfield, Staffordshire, England, November 22nd, 1920. He was educated at Leeds, then enrolled at The University of Leeds for a special course in textile designing. In 1939 he joined the R.A.F., spending two years on combat duty. In 1941 he was sent to Canada with The British Commonwealth Air Training plan as an instructor at Moose Jaw and Carleton Place. Returning to England in May 1944 he was promoted to Squadron Leader ending up with the air ministry. Returning to Canada in 1946 he accepted a position with H. Hacking Co. Ltd., of Vancouver. The firm transferred him to Toronto as branch manager. His next move brought him back to Moose Jaw as sales manager for The Saskatchewan Wool Products, shortly after he was promoted to General manager.

Geoffrey Baskwill married Irene Gillespie of Vancouver, a daughter of Samuel Gillespie, who settled in Vancouver in 1912.

Geoffrey Baskwill served at Aldermen for the city of Moose Jaw 1953-54 and 56. He is a counselor of The Moose Jaw Chamber of Commerce, past District officer of The Kiwanis Club, a member of No. 3 AF & AM Lodge of Perfection, Rose Croix and the Preceptory James Robertson is also a member of No. 3 AF & AM Lodge of Perfection and a member of The Moose Jaw Rotary Club.

TERRITORIAL DAYS IN THE OLD CPR HOTEL.

As told to Nellie Overgard by
Annie Smith Wallis

Born July 1st, 1867

Moose Jaw, the Soo Line terminal is the largest C.P.R. divisional point between Winnipeg and Calgary, with an estimated 1750 employees. The station designed by D. R. Huges, Engineer of Buildings for the C.P.R. was completed in 1931.

Moose Jaw was made The Divisional point for the Northwest Territories in 1903 and today is the grand divisional point for the Province of Saskatchewan. It has the second largest marshalling yards in the Dominion of Canada, the yard trackage covers over 70 miles. Nine railway lines radiate directly from the city, which is also served by The Canadian National.

Moose Jaw's first station agent used a freight car for his dwelling. When the first station was built it included a Living Hall and accommodations for travellers. The Dining Hall for Broadview, Moose Jaw and Swift Current were capably managed from Moose Jaw by an experienced man from St. Mary's, Ontario.

Our story dates back to 1899 when Abel Smith arrived to take over the C.P.R. Hotel. Born in England in 1827, Abel Smith came to Canada in 1896. He died in 1914 at the age of 89.

Ninety years are but milestones to Annie Smith Wallis, who keeps Moose Jaw posted on pioneer dates and events. She is a daughter of Abel and Elizabeth Smith, who were married in Dudley England the year of 1855, booking passage for Canada shortly after the wedding. Their destination was Toronto, then known as "Muddy York", where Abel Smith started his career as an janitor in The St. James Hotel, located on the site of the present Union station.

"Little Annie Smith" was born, the year of Confederation, July 1st, 1867 at St. Mary's, Ontario. Her photograph pictures her at the age of 13, dressed in the quaint but attractive style of 1880. Annie recalls the toll gate at Yonge & Bloor streets and the horse drawn street cars. Shown on the ice, played with walking sticks and stones was the forerunner of hockey and La Crosse was the popular sport.

The Winnipeg land boom of 1891 brought her father west to establish Winnipeg's famous Potter House, which became a favourite rendezvous for remittance men from England, who told her, neither did they spin as they waited for funds to arrive from the ancestral estate. Annie recalls one in particular who took champagne baths, while her wife bleached her hair in the royal village. It was at The Potter House that Annie glimpsed her first genuine coal-miner coat and determined one day to own one of her own.

When Abel Smith arrived at Winnipeg in 1891, the railroad had just been completed to the crossing of the river. passengers were then ferried across to the other side.

Annie's mother brought the family west in 1892. Elizabeth Ladlow Smith was born and raised on the Earl of Dudley's estate in Herefordshire, England. Her one and only objection to Canada was the incessant mud, which seemed to be Nature's challenge to the pioneer settlers. Her introduction to Canada had been "Muddy York. Winni-



LITTLE ANNIE SMITH, 1880—13 years of age

peg in the 80's she found in be a repetition of mud filled streets, mired ox drawn carts and horse drawn democrats. These were but stepping stones which led her eventually to the gumboed prairies of the Northwest Territories. The adhesive quality of this tricky substance, she found was to cancel out all previous experiences, for gumbo brooks no rivalry.

Shortly after The Rev. Rebelians the Smiths moved to Chicago, where they became used to paved streets and grassy park walks, until 1889 when Sir William White of the C.P.R. contacted Abel Smith and persuaded him to take over The C.P.R. Hotel at Moose Jaw. William White had been station agent at Stratford, Ontario, where the Smiths lived in the 1870's. Thomas Edison, the noted inventor lived in Stratford at that time working as a telegraph messenger boy.

In 1881 Annie Smith made preparations for the long trip west, packing her trunks to the brim with dresses featuring

the new leg of mutton sleeves and shoes of cobweb lace. She still has a priceless parasol she keeps as a memento of "The Gay Nineties." Little Annie Smith soon won the hearts, not only of the townspeople but the teepee dwellers on South Hill adopted her into their tribe. She learned the chant and was taught to dance the pow-wow. The ceremony took place in the valley south of Moose Jaw, where she was formally given the adoption name of Iskwawin (Interpreter Woman) by The Sioux Chief Tatanka Sapa (Black Buffalo Bull). As an adopted daughter of the tribe she was showered with beautiful gifts fashioned in their inimitable style, which she cherishes as keepsakes today. Her possessions range from a heavy gold ring worn by Oliver Mowat, one of the signers of The Articles of Confederation to an elaborate head dress, made of eagle feathers worn by the last Sioux chief. She remembers the first Territorial Exhibition held in Regina in 1885 and has in her possession one of the original photographs taken in London of

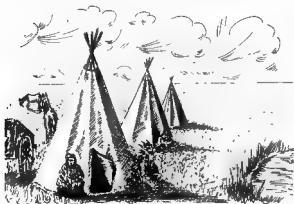
Queen Victoria's Diamond Jubilee, dated June 22nd, 1897. Only fifty copies were made before the plates were destroyed, four of the originals are in Canada. This picture shows the regal splendour of that occasion. Annie Smith was a personal friend of Nicholas Flood Davin and his wife, she prints an autographed copy of *Ros. An Epic of The Dawn*, dated December 23rd, 1899. Her treasures are many and varied covering a century of friendships. She draws ones' attention to a glass wine cooler from 1860 when her father was connoisseur of beverages at the banquet held in The St. Lawrence Hall, Toronto, for Edward Prince of Wales. A meat dish with well was brought from England in the early 80's, by the Richard Timmings, his long friends who established one of the first general stores in Regina on Railway Avenue. She has the poem written by Nicholas Flood Davin in memory of beautiful Grace Tinning, drowned in the reservoir at Regina, August 3rd, 1894. "So young, so beautiful, so bright, so good, gone in a moment like the star of dawn."

Lafferty & Moore were Moose Jaw's first bankers. George Lafferty left for the Klondike during the gold rush and died of fever at Dawson City. Hitchcock & McCullough became the new bankers and Lucy Smith brought a touch of romance to the town by marrying Patrick

McCullough. Years later she was to become the second wife of Arthur Hitchcock, who then completely renovated the old Hitchcock home. Alex Ferguson was the contractor. Leaded glass windows were imported from England, the carpets were made in Belfast, Ireland and the clothes closets were lined with Lebanon cedar. Mirror paneled sliding doors automatically slid back to reveal an electric lighted interior. The Hitchcock Home has today been converted into club rooms for the Army & Navy Veterans, 112 1st St. NE.

The CPR Hotel was destroyed by fire May 6th, 1898. A new combination station and hotel, was then built under one roof connected by an arch. In 1899 Abner Smith discontinued the hotel business to establish the first Bijou board store at the corner of Magazine & Main. The Smiths lived over the store and on the 21st of August, 1904, little Annie Smith became the bride of Jack Wallis, a CPR Engineer.

Part of the Wallis home was built in 1894 by James Brass, Moose Jaw's first brickyard owner. The bricks of this walk have been trod by numberless thousands in the past seventy three years and Annie Smith Wallis would not exchange them for bricks of solid gold, to her they bring back memories of vanished faces and forgotten events. She recalls Mrs. John Bellamy had the first frame



house in Moose Jaw, built around a tent. She remembers Ernest H. Scott who came from Stratford, Ontario to establish Moose Jaw's pioneer drug store on the site now occupied by The Christie Grant store. His daughter Ethel, now residing at the coast, was Moose Jaw's first born girlchild. Ernest Scott left in 1883. She recalls Boyd Simpson, whose father established Moose Jaw's pioneer lumber yard in 1883. Sam McWilliams arrived with his parents in 1884, just seven years previous to Annie's arrival, giving him somewhat the edge, when it comes to deciding who is Moose Jaw's oldest citizen, but being a gallant gentleman of 84 years he does not contest the claim. Percy Osterlander, present owner of The Turkey Track Ranch, Swift Current, was born in Moose Jaw in 1884.

This Pat Pourrie of Memories merely skims the surface of events and faces she recalls with effortless ease. Halcyon days of the old west when a train trip was a thrilling event.

Little Annie Smith Wallis needs no remedy for remembrance, her indomitable courage challenges the years, which she is determined will not lessen her zest for living, a newspaper in the window will bring in dozens of friends. This unique S.O.S. indicates that she is in need of something.

THE BUILDING BOOM 1880-1913

During this "golden decade" the builders began to create the city we know today. While Moose Jaw has not reached the ivy covered wall stage as yet, there are nevertheless a number of homes and public buildings built during this period which could be duplicated today only at a prohibitive cost. Town planning schemes were introduced and Moose Jaw's beautiful parks were planned. Today "The Serpentine" in Crescent Park is one of the most photographed beauty spots on the prairie.

The 20th Century brought in the first settlers from across the border, as well as thousands of emigrants from eastern Europe and the Scandinavian countries. Moose Jaw the terminal of The Soo Line is located in the very heart of The Great Regina Plains which border the Soo Line 80 miles southeast to Weyburn, extend some fifty miles east to Regina and Pilot Butte, then veer southeast again along what is known today as the CNR line. The soil of the Regina Plains is a heavy clay classified as Regina Clay and from 1880-1913 this belt was to be

come famous for its enormous yields of Number 1 hard wheat, by 1908 such places as Milestone and Reulse had literally grown overnight to "towns". The Soo Line became the Mecca for new home seekers. The census figures for Moose Jaw in 1901 listed the population as 1536, by 1911 the population figures were 13,823.

Builders and artisans of every description were in demand. Building Arms and contractors who were established at that time have since become familiar names throughout the west. We have selected a few of these veteran builders, conversant with the events of those years as they occurred to give us their own personal experiences, for these builders created this "Beautiful Friendly City."

HARRY STOKES — 1903 President—Moose Jaw Carriage Company Ltd.

Travelling along the highways of the three western provinces motorists frequently pass the large yellow trailer vans of The Moose Jaw Carriage Company Ltd., now associated with the Allied Van Lines of Toronto, Canada.

Harry Stokes, President of The Moose Jaw Carriage Company Limited, when in a reminiscent mood will chuckle as he recalls the days of 1904 when a team of oxen provided the motive power for the little company which was then known as C. & H. France of Moose Jaw. He had left Hargreave, one of England's famous watering places in 1903 to join his brother-in-law who settled in the west in 1901. His experience as a rail reader for The London & North Eastern Railway with a run from Doncaster to Berwick-On-Tweed, England, qualified him for his first job in Canada. He became a brakeman on the C.P.R. and two and one half years later was promoted to freight conductor.

His recollections of Moose Jaw on his arrival April 2nd, 1903 are those of a wild frontier town in his estimation like wildcat town on the North American Continent. The night life of the city fused into a melting pot of Indians, Chicanos, Ranchers and Cowboys who frequented River Street where life on "The Great White Way" of Moose Jaw was always in full swing, hotels, bar-rooms, dance halls and an occasional street brawl won the street a reputation it was to retain until 1915, when prohibition closed the barrooms.

There were no other houses in the vicinity of the Stokes home, then 88 Hochelaga West and provisions ordered from the stores were marked for "The

little white house with the red barn on the Caribou Trail."

The first hospital was built in 1884 and Harry Stokes helped to dig the foundations. Every other door on Main Street was a land office and the buying of Indian Scrip was a lucrative business. owning land meant very little to the Assiniboines and Crees who preferred the aid days of barter and trade, when the Hudson's Bay Company Trading Post was The T Eaton Company Cashier of the tribes.

A red letter day for Harry Stokes occurred in 1888 when his first big contract covering the excavation, as well as the sand and gravel contract for The Robin Hood Mills, was sealed, signed and delivered to him in person by F. A. Bean, Vice-President of The new Prague Milling Company. The transaction was completed in the old CPR Hotel, above the CPR Station at ten o'clock in the morning, his first \$20,000 contract, a day to remember indeed.

In 1912 The Moose Jaw Carriage Company was formed as a family company, dating from that day they handled all incoming and outgoing freight, for the Moose Jaw Terminal. Discarding even as being too slow, they started breaking branches, to find it was generally a loss up as to which was the winner, the branch or the rider. The first flat day ever to operate in the city of Moose Jaw was owned by The Moose Jaw Carriage. Between 1903 and 1929 an average of 40 teams were kept in constant use, hauling gravel and sand, as well as all lines of draying, from 40 to 100 men were employed from 1906-1929. With business expansion they imported horses from Eastern Canada and the United States, 1916 brought in the first mechanized units and from then on horses were gradually replaced with more modern equipment. The depression years brought business to a standstill and it was not until 1942 that the present premises of The Moose Jaw Carriage Company were completely renovated and modernized. The heyday of the horse is gradually becoming legendary, mechanized units now take the place of the clydes and percherons of an earlier day. Two large \$16,000 vans and three smaller units for city work which covers any kind of trucking now expedite deliveries, while trailers can cover the three prairie provinces in less time than a trip to Regina took in the old days.

A Yorkshireman by birth Harry Stokes in 1933 re-visited the maroon city of Leeds, where he was born May 2nd, 1878, he recalled his favourite

haunts as a lad of ten and found them very much as he remembered them. Fountain Abbey in North Epsom, a north century masterpiece of the builders' art, with its lofty tower, which he had climbed as a boy with the gamekeeper threatening to shoot him unless he came down. He became interested in the family genealogy and found his ancestors were listed in The Doomsday Book, which on order of William The Conqueror was compiled in 1086, listing every land owner in England at that time. With fifty years of his life spent in helping to mold the pattern of the west, we feel confident he was proud to add a new branch to the family tree, his eldest son Charles being duly recorded as the second child born in the Province of Saskatchewan, 1905.

With little thought of retiring he returned home to take over his duties as head of the firm. At the age of 81 he still holds the reins in his capable hands, associated with him are his two sons, Charles and Harry.

W. J. JONES, PIONEER BUILDER OF MOOSE JAW, 1905

As a Builder, W. J. Jones has to his credit the Bellamy home built in 1912 with a great many others of that period. His expanding business took him to various parts of the province and in 1917 he literally built the town of Assiniboia, skating and curling rink, the town hall, the public schools and many others. Prior to the completion of the steel in 1912, the place had been known as Leoville, the one lone store and blacksmith shop being owned by a man named Lee.

The Jones' story is closely linked with a fascinating old account book dating back to 1856, which William Jones brought west to use in his new business. Lending through its yellowed pages, one images the hand long considered into dust which made these first entries more than a century ago. Here is the story.

W. J. Jones was born in Lanark County, Ontario, near Perth, some fifty miles southwest of Ottawa, on February 24th, 1866, in the old log house built by his great grandfather who settled in Upper Canada in the early 1800's.

William Jones left home at the age of 18 to join relatives in Moose Jaw, at that time the second largest city on the main line of the Canadian Pacific Transcontinental Railway. A carpenter by trade, his intentions were to establish himself as a builder in the west where



FUNERAL CHAPEL
W. J. JONES & SON

the building boom was beginning to make headlines in the news.

Stored in the attic of their old log home were numerous trunks and boxes containing a miscellaneous collection of odds and ends, it would seem that nothing was ever destroyed in the old days, they were simply chucked into the attic until the house burned down or the place was sold, nevertheless William unearthed a ledger from one of the old trunks which today is priceless, as the first entries date back to 1850. This ledger had evidently been used by the school treasurers for South Sherbrook & Bathurst Townships from 1850 to 1865, which is the last entry made and then for some reason or other found its way to the Jones' attic, with more than half the sheets unused William appropriated it as a record book for his business ventures in the west, at that time the ledger was fifty five years old. Time lends a singular fascination to this 19th century record book and it is interesting to compare teacher's salaries and the various expenditures of 137 years ago with the salaries of today. Every word is legible, penmanship and style

of writing gives one a picture of a well educated person who took pride in his work, some of the entries are made in pounds, shillings and pence, while between 1850 and 1865 several pages compute the salaries in dollars and cents \$351.17 was the amount annually paid to fourteen teachers the amount paid the individual teachers was \$18.00 a year, the butter and egg salaries of the depression days were princely in comparison.

Turning to the William Jones entries of 1908, we note a barn completed for Ted Heath, charge for labour \$300.00, the same work today would average in the neighborhood of \$1500.00. Fifty years ago the contractors drew their own plans for houses and farm buildings, details were worked out with the lumber company who supplied all the materials, with the exception of hardware. Following the style of the school treasurer's reports, William Jones kept a record of his yearly business up to 1908, at which time the ledger was again relegated to the Jones attic in Moose Jaw. From these later records we deduce that the labourer was scarcely worthy

of his here, 1903 his earnings were \$34.19, 1904—\$171.15, the best year in the west 1905—\$304.26, 1906—\$282.17 and so on. His horses and harness means are hair cuts and shaves 45 cents, necktie and shirt, \$1.25, meals 50 cents. Weekly expenses are rather low, considering as they list, every barn expense, truck 25 cents and candy 10 cents, then they discontinue altogether. In retrospect he recalls the tragic culmination of these Sunday buggy rides, when the horse he was driving became skittish overturning the buggy and its occupants into the bottom of a ravine. They extricated themselves from the wreck sound of body and limb, but it ended his summer romance as well as the buggy rides, for the girl he was courting at the time refused to ride with him again. By 1909 prices began to soar and we find the labour for the J. G. Wayne house totalled \$477.25.

Etched in his memory are the impressions William Jones received of Moose Jaw on the day of his arrival in 1905, at that time a city of some 2,000 souls. Beyond the city stretched a treeless expanse of prairie, wooden sidewalks extended north to Carleton Street, as everyone owned a cow or two in those days, the community pastures north of Carleton Street, where the colleges stands today, provided grazing ground for the cattle. He recalls a cottage between Hochelaga and Carleton which would become familiar to him as the home of Dracott the butcherer. He caught his first glimpse of the Indian natives as he came to River Street, where some thirty to forty Indian squaws were sitting along the sides of the buildings, leisurely sunning themselves, undoubtedly discussing the unflattering Paleface and his ways. The city streets extended some three blocks east and approximately three blocks west. He recalls the flour mills which burned before the Robin Hood Mills were built, water was hauled from a well near the power house, electricity had taken the place of coal oil lamps and shortly after his arrival work on the sewer and water installations was commenced. Settlers were arriving by every train over the Soo Line, with cars loaded with livestock, household effects and farm machinery. In 1905 the CPR Hotel was combined with the station, excellent meals were served in the dining room for 25 cents, a barroom with six booths paneled with gleaming mirrors was stocked with all the popular viologes of the day. Street cars did not make their appearance until around 1911 and the City fathers had been too busy with new arrivals pouring in by

every train to form the town planning commission, which a few years later would plant parks, plant trees and shrubs, adding grace and beauty to this prairie city which started out without a tree or shrub to boast of. Having made his inspection of Moose Jaw on the day of his arrival, William Jones hired a horse and buggy and drove to the home of Phineas Lowe who lived five miles north of the city. There he spent his first night on the prairie, drinking water from the dugout on the farm, taking care to brush aside the waggon wheels which invariably crapped up in the drinking water. With a coal oil lamp to light the way this travel weary lad of 18 retired to spend his first night on the prairie in untroubled sleep.

During 1905 Wm. Jones lived at the Ottawa Hotel, at that time owned and operated by The McRobert Brothers who built The City Hotel in 1905 and later purchased The Royal Hotel in Weyburn. He recalls the leading hotels of 1905 were The Maple Leaf and the Windsor. He took professional pride in the new buildings which were shortly to give Moose Jaw a New Look. The new post office built by Pat Nevin in 1905 followed by The Bank of Commerce. Nevin Brothers built The Central College, The Bank of Nova Scotia, the telephone office and the land titles office. By 1912 the building boom was at its height, the most graceful, fine old homes to be found in Moose Jaw today were a part of the building programme of 1911-1912.

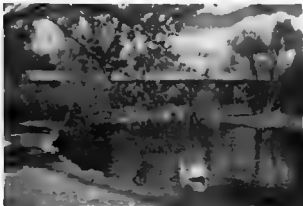
In 1906 W. J. Jones associated with his son Irwin, became General Directors for Moose Jaw, under the firm name of W. J. Jones & Son. To procure suitable premises for this new venture they took over the former home of Dr. A. E. Turnbull, one of Moose Jaw's pioneer doctors, who had spared no expense in creating a home suitable to his tastes and position. The wall paneling and carved stairways of quarter oak and pine shipped out from Ottawa. The Jones Contracting business was discontinued in 1948.

W. J. Jones is an active community worker, he is a member of St. George's Lodge No. 128, Moose Jaw, and a third degree mason, past District Deputy of the I.O.O.F., an Old Menarch member of The Lion's Club, a member of The Moose Jaw Chamber of Commerce and Chairman of The Moose Jaw Tourist Camp. As a churchman he is a member of the official board of Zion Church, which has recently completed plans for building a new Christian Recreation Centre at a cost of \$125,000.



ST. ANDREW'S UNITED CHURCH

Crescent Park 2½ acres in extent is located in the heart of the city of Moose Jaw. Here tourists and visitors often enjoy pleasant hours viewing the sunken gardens or following the ivy leaf patterned paths along the Serpentine pausing on some rustic bridge to watch the white swans glide gently down the stream.



THE SERPENTINE CRESCENT PARK

The Bird Construction Company Limited

The meteoric rise of this firm founded in Moose Jaw during the "Dirty Thirties" or the depression years and now rated as the second largest contracting and engineering firm in the Dominion of Canada, is due to the genius of Hubert Bird, a pioneer builder of 1904, who started his career as time-keeper for Navin Brothers, builders of the Moose Jaw Collegiate. Old time residents recall one of his first big contracts on Langdon Crescent was the beautiful old Latham home, with James Simpson as foreman, later a partnership was formed under the firm name of Bird, Weeda, and Simpson. The Bird Construction Company was incorporated as a Saskatchewan Company in 1936, the company taking over the assets of the partnership formed in 1935. The contract for the \$1,000,000 Union Station at Regina was the company's initial expansion project.

With modern building equipment to handle all types of contracting work The Bird Construction Company Limited is now engaged in building and general construction, including roads, bridges and dams, with an average yearly volume of \$20,000,000. The total of contracts completed exceeds \$200,000,000. Branch offices are now located at Winnipeg, Calgary, Edmonton, Lethbridge, Moose Jaw and Regina. The combined personnel of Executives and Office Staffs, excluding labour numbers around 1200, Robert Bird, the founder, only son is manager of The Winnipeg Branch.

A. W. JOHNSON MASTER BUILDER 1909

Branch Manager, Bird Construction
Company Limited, Moose Jaw

The Master Builder, views with pride the structural beauty of a church, museum, library or dwelling, he has created from forest trees, molded clay or quarried stone. A. W. Johnson in the past fifty years has devoted his time and energy unstintingly to the building trade and exemplifies the Master Builder at his best.

Born in Dell Rapids, South Dakota the Johnsons moved to Fargo, North Dakota, when he was six years of age. As a youth he began mastering the building trade, taking an apprenticeship in bricklaying. In 1908 he became carpenter foreman for the Fourth Avenue Waydock at Moose Jaw. 1913-1914 he worked on The Robin Hood Mills, which were rebuilt after the disastrous fire which destroyed the elevator and oat meal mill. During the intervening years between 1915-1917 he continued to study and learn the art of building, doing general contract work, building schools, churches and private dwellings. In 1917 he became associated with W. J. Jones as foreman for the extensive building programme then in full swing at Assiniboia. Leaving Moose Jaw in 1925 he built the 101st St. Subway at Edmonton for C. V. Mackinnon heavy construction contractors. On his return to Moose Jaw he became foreman for P. W. Graham and in 1928 was appointed Construction Superintendent for The Bird Construction Company. In 1947 he was made manager of the Moose Jaw Branch, this position he has held for the past ten years. The Johnsons celebrated their 50th wedding anniversary October 29th, 1953, another milestone will be reached in 1958, marking his 50th year as a builder in Saskatchewan.

Bird Construction Company Limited

HEAD OFFICE

REGINA SASKATCHEWAN

BRANCHES

MOOSE JAW
Saskatchewan

LETHBRIDGE CALGARY EDMONTON
Alberta

WINNIPEG
Manitoba



Security Lumber Company Limited

HEAD OFFICE - MOOSE JAW

Organized November 10, 1910

Associated with this newly formed company were the Honorable J. F. Jansen, A. R. Davidson, A. D. Davidson of Winnipeg and A. D. McRae, who will be remembered as General A. D. McRae of the first World War.

First allotments of stock were made to Edward F. Swift of the Chicago packing firm, Canadian Western Lumber Company and A. R. Davidson. The first business transaction was the purchase of a line of lumber yards owned by The Saskatchewan Elevator Company Ltd., ratified by the directors December 1st, 1910. At this time Security's Trade Mark—a blue S on a white background surrounded by a red circle was approved and accepted.

John F. Jansen was appointed first General Manager with W. G. Buckley as Assistant. The expansion policy of the new company included the establishment of yards in the larger centres,

over and above the country yards purchased from the Saskatchewan Elevator Company, this plan was immediately put into effect and yards were organized at Regina and Moose Jaw.

Two new companies entered the field at this time, The Lumber Manufacturers Yards Limited, with head office at Regina and The Western Canada Sawmill Yards Limited, with head office at Saskatoon, who followed the same pattern of building a complete line of yards and to all intents and purposes covered the same trading area in Saskatchewan. These three companies then launched a sales effort which was shared by several other Line Yard companies, as well as private individuals. The Beaver and The Monarch, both large line yard companies were expanding and reaching out into the same new territories, as were the aforementioned companies. Others in the field were The Imperial

Lumber Yards, Canadian Lumber Yards, Reliance Lumber, Farmers Lumber and many others. The urgent need for building supplies resulted from the Land Boom, which swept across the country like an old time prairie fire. From 1882 to 1902 settlement had been mostly confined to the Main Line of The Canadian Pacific, where such towns as Mooseman, Whitehead, Indian Head, Regina and Moose Jaw, established at the completion of the railway in 1882, recorded a very rapid increase in population. Branch railway lines had been completed to the north in 1889 and The Soo Line southeast to North Portal in 1893, but little or no settlement had developed. The tide turned when The Saskatchewan Valley Land Company formed by Colonel C. A. Davidson & Associates purchased more than a million acres, north of the main line from the Dominion Government and the Qu'Appelle, Long Lake & Saskatchewan Railway Company, and the famous Luskland Company, with headquarters at St. Paul, Minnesota, purchased 400,000 acres south of the main line extending from Yellow Grass along the Soo Line to Regina. The price these two companies paid for the land was negligible in comparison to their royal returns, but they in turn spent colossal sums advertising Canadian lands in the Mid-western states. Elaborate excursions were promoted which brought up bankers, manufacturers and wealthy business men to inspect these prairie lands. It is recorded that The Saskatchewan Valley Land Company spent the princely sum of \$10,000 on one excursion trip alone, but their investment paid them handsome profits and they are credited with bringing up more than fifty thousand families to settle the Saskatoon, Goose Lake and Snipe Lake areas. Saskatoon a hamlet of less than a dozen houses in 1890 was to incorporate as a city in 1908 and the census of 1911 gave the following population figures to the three largest cities in Saskatchewan: Regina 30,213, Moose Jaw 13,833 and Saskatoon 12,894.

Nature co-operated with a bumper crop in 1903 and the following ten years brought in a golden decade, with land promotion companies established in every town and practically at every other door. The years 1912 and 1913 were the boom years in the building trade, towns literally springing into being overnight and the cities expanding beyond belief. The farmers were prosperous and required something better than the sod shacks built by the first pioneers. New houses and farm build-

ings were in demand at every point, lavish expenditures were made on hotels and stores, branch railway lines were projected across the Province. All new towns were surveyed, various lumber companies moved in. It was not unusual to find in many then, only projected towns, as many as five or six lumber yards with a corresponding number of livery barns, landoffices, etcetra, which in the long run was bound to upset the balance wheel of supply and demand, creating a problem not readily solved. In 1914 the bubble burst when the stock market crashed due to the threat of war, the building boom and the land boom at that time folded simultaneously.

The war brought many withdrawals and changes, cutting down investments became a necessity, lumber yards were cut down to where the existence of each could be reasonably expected, numerous yards ceased operations entirely.

September 12, 1911, G. C. Ingram was appointed General Manager with Chester E. Latham as Secretary. Head Office for The Security Lumber Company was then transferred from Winnipeg to Moose Jaw.

In 1921 The Security Lumber Co. Ltd., amalgamated with the Western Canada Sawmill Yards Limited and in 1925 The Lumber Manufacturers Yards Limited joined the amalgamation to form one company which on May 1, 1927, is The Security Lumber Company Ltd., W. E. Kitchin a former lumber worker who received his lumber education in Bowbells, North Dakota, was succeeded by W. A. Sander as General Manager July 1938. F. W. Edgar who resigned in 1940 was succeeded by J. W. Hamilton.

J. W. HAMILTON — 1909-1957 General Manager

J. W. Hamilton, General Manager of The Security Lumber Company Limited, holds a unique place of his own in the hearts of the Saskatchewan people. Aside from his meritorious career in his own line of work he has generously supported every worth while project, which has needed a helping hand, including hockey, baseball and football, contributing in innumerable ways with a warm friendliness which has won him countless friends.

Born at Caledonia, Ontario in 1886, he completed his education in his home town, choosing as his profession to become a teacher. After teaching three

years in Ontario, he left for the west in 1908, spending the following two years as a teacher at the Merrill and Creekfield rural schools near Saskatoon. July 19th, 1911 he was offered a position as yardman with The Western Canada Sawmill Yards at Saskatoon, which he accepted. In November of 1911 he was sent to Lutherdale to open a yard for the company, this yard was sold in June 1918, at which time he returned to Saskatoon as Manager of The Western Canada Sawmill Yards. This position he retained until the summer of 1921 when the Western Canada Sawmill Yards amalgamated with The Security Lumber Company Ltd. transferring him to Regina as manager of that yard. In the following twenty-eight years he was to become a familiar figure in the athletic world and the field of sports, having played hockey, baseball and football in Saskatoon he was made President of The Canadian Hockey Association (1921-1922) then became President of The Amateur Athletic Union of Canada (1927-1928). He organized The Artistic Ice Company, known as The Queen City Gardens Regina in 1928, became president of the company and operated the rink until he left for Moose Jaw in 1948.

I. W. Hamilton is a past Noble Grand of The Oddfellows Lodge, Past Master of The Masonic Lodge, King Henry, Regina and has been a Shriner since 1928. He is past president of the Regina Y.M.C.A. past president of the Regina Branch and he is a member of The Moose Jaw & District Club and past president of The Moose Jaw Canadian Club.

At present he is vice-president of The Western Canada Lumber Men's Association and has served as president of The Regina Builders' Exchange and the Moose Jaw Branch of The Canadian Manufacturers Association.

JOE MOORE & SON 1912-1957

Nearing the half century mark is the well known firm of Joe Moore & Son, established forty-five years ago in 1912, when the building boom of that era was at its peak.

Glaring press reports advertising western Canadian lands, throughout the length and breadth of Great Britain during the Land Boom days, led the reader to surmise that a fortune awaited his arrival in the west or at least could be made in the twinkling of an eye. Joe Moore, then living at Newcastle-on-Tyne, England, having carefully considered the venture from every angle, booked passage for Canada, arriving with his wife and family just before Christmas 1911, dressed in immaculate light

weight clothes which they shortly discovered were inadequate to withstand the icy blasts of one of Moose Jaw's coldest days.

A Cabinet Maker by trade, Joe Moore opened his first Cabinet and Upholstery business in 1912, this also included the making of coffins, which in the earlier days of the century were usually made by those adept in woodwork and carpentry. During the following forty years he was to learn that press reports can be exaggerated and paper fortunes are not always to be relied upon. As his work gained recognition his business expanded and prospered, today the majority of Moose Jaw's fine old homes give evidence of his craftsman's hand in the design and durability of their furnishings. Joe Moore's death in 1952 at the age of 72 closed another chapter in the lives of the Pioneers.

A. C. "Alf" Moore now carries on the tradition of the firm, at their new location which occupies a more space for this expanding business, which has added new lines and services following the modern trend and now covers a complete line of home furnishings including M & B Furniture, "From Ware house to Customer."

THE VANISHING HORSE BOOTH & DESTREE, BLACKSMITHS

Fifty years ago every town, village and hamlet boasted of from two to three blacksmith shops. The village smithy was a friendly place where farmers gathered to watch the sparks fly from the glowing forge, while the blacksmith with a knowing hand shod the Percherons and Clydes of a bygone day.

Fewer farm machinery and trucks have practically banished the horse-drawn blacksmithing, which includes sharpening plow shares and general farm repairs is still in demand.

Booth & Destree of Moose Jaw are one of the few remaining blacksmiths left in the country. They bought out Tom Gibbs veteran blacksmith & horse shoe who at that time held the "oldest established" record in Saskatchewan. The shop was originally started by his father in territorial days.

The new owners are also recognized as expert welders. Ray Booth is a son of Marvin Booth who homesteaded seven miles north of Souhey in 1900.

Joe Destree homesteaded in the Chamberlain District in 1904, his son George came to Moose Jaw in 1940. Forming a partnership with Ray Booth, they took over Tom Gibbs' Pioneer Blacksmith shop.



MACCAM ENTERPRISES
1945 1957



J W McCAIG

President of Maccam Transport and Redi-Mix

Familiar to every reader of tales, both young and old, is the fascinating story of Aladdin, who evoked the genie of the lamp to do his bidding. The relationship between the genie of this ancient tale and the 20th century genius who melds intangible ideas into concrete form is literally exemplified in the six letter word MACCAM, which today has become a familiar Trademark in the three prairie provinces.

The name MACCAM originated in 1945 when J. W. McCaig and A. J. Cameron, chose this combination of letters from their own names to form a name suitable for their recently formed petroleum transportation company.

This small enterprise was to expand in the following ten years into various fields of operation and by 1955 the number of people deriving their livelihood from the companies organized by these 20th century crusaders in the business world numbered over a thousand.

In 1945 McCaig & Cameron became Mercury Lincoln Meteor Dealers for Moose Jaw under the firm name of Maccam Ltd., that same year a new company was formed known as Maccam Transport Ltd., which took over the petroleum transportation. Between 1944-1955 the following companies were formed Caribou Construction Ltd. Mine Stripping at Folevan, Saskatchewan and Grassy Lake Alberta. Maccam Construction Ltd. (Saskatchewan) covering road construction and graveling. One contract covered a stretch of road into Athabasca. Transport Equipment Ltd. and Transport Equipment (Alberta) Ltd., Provincial distributors of British Leyland Trucks, Trailers and general truck equipment.

Domarken Auto Carriers Transported automobiles from eastern factories to the western provinces of Manitoba, Saskatchewan, Alberta and British Columbia. This was a pioneering enterprise the first of its kind and the beginning of automotive transport business in the west, this company has operated as high as one hundred trailers at one time.

The more recent companies which have been formed are separately owned Auto Haulway Ltd., operating in Ontario and Mutual Petroleum Dealers Ltd. (Saskatchewan) in which only A. J. Cameron is interested.

J. W. McCaig is now President of Maccam Transport Ltd and Redi-Mix Ltd. while his two sons Roger and "Bud" McCaig are holding responsible positions as managers of these two firms, allowing J. W. McCaig more time for personal attention to important phases which develop in these growing enterprises. REDI-MIX LTD. was formed in 1954 and is a 100 percent Moose Jaw owned and operated firm. This company supplies Redi-Mix concrete, sand, gravel and a complete line of heavy construction equipment for industrial and road construction. Over half a million dollars worth of construction was completed in 1955 and the prospects for 1956 give every indication of increased production.

The sum of \$120,000 was spent in building one of the most modern ready mix concrete plants in western Canada. It controls electrically the weighing of

all rock, sand, water and cement. An experienced concrete engineer is in charge of the laboratory and supervises the checking of materials and mixes, which is a most important part of the new plant. The plant is capable of producing 1,000 cubic yards of concrete a day.

Red-Mix also operates Moose Jaw's largest fleet of excavating equipment including "cats" patrols and scrapers.

J. W. "Jack" McCaug was born in Scotland, arriving in Canada with his parents around 1922 to settle on a farm near Oyma, Saskatchewan. He served with the K.O.R.C.'s during the second world war, with the rank of Lieutenant. He is past Dominion President of The Truckers Association 1952-1953.



A. J. CAMERON
President, Maccam Limited,
Moose Jaw's Mercury-Meteor Lincoln
Dealer

A. J. "Al" Cameron was born at Kindersley Saskatchewan and is the son of John Cameron, pioneer settler of the Snipe Lake District. From 1910 to 1916 the district post-office was located on the Cameron homestead, the

name chosen for the post office was "Noremac" which is Cameron spelled backwards. Al Cameron has resided in Moose Jaw for the past thirteen years. He is past Dominion President of The Automobile Dealers of Canada (1952-1953).

R. S. KLEIN INTERIOR DECORATING AND PAINTING CONTRACTOR ACROSS THE PROVINCE

R. S. Klein of Moose Jaw, compares modern methods of promoting business, with those employed by his father Sam Klein, who for seventeen years operated his business with the aid of a little black account book which he kept in his pocket.

Prior to the last world war painting and decorating contractors handled their business under conditions, today considered obsolete. They mixed their own paint with white lead and oil, buying the raw paste. Kalsomine and powder paints were in common use.

Modern scientific methods provide the contractor with products which have been laboratory tested for temperature, weather conditions and moisture.

Today all large structures are designed by architects who handle the administrative work. Sub-contractors handling the work are advised of certain specifications which must be adhered to.

R. S. Klein exemplifies the modern Painting and Decorating contractor. His work is provincial wide. During the summer season some twenty people are employed on his various projects. Each job comes through on a work order sheet, each man has a time sheet which is entered on the work order, with cost of material attached.

Compensation, Unemployment Insurance, Public Liability and holiday pay are factors which never entered Sam Klein's little black book, but are an essential part of the business today.

R. S. Klein started painting and decorating with his father after the war. He established his own business in 1952.



THE FOUNDATION WITH A FUTURE



Robin Hood



FLOUR

CANADA'S FASTEST SELLING FLOUR

MILLS AT

MOOSE JAW — SASKATOON — CALGARY — HUMBERSTONE — MONTREAL

ROBIN HOOD FLOUR MILLS LIMITED

Established at Moose Jaw in 1880

From an initial output of 200 barrels of flour daily to a whopping 4,000 barrels in an increase in production not often achieved. However, when you have the right ingredients for progress, this twenty fold growth is the logical result.

The Robin Hood Flour Mill at Moose Jaw is fortunate in having the ingredients for progress. The thriving city of Moose Jaw, with its industrious people,

its spirit of adventure, and its ideal location in one of the greatest wheat-growing areas of the world, has helped Robin Hood become an important factor not only in the economy of Moose Jaw but of Canada as well.

To-day Robin Hood's Moose Jaw plant makes flour which is shipped to every part of the world. Two hundred employees report for work each day within the extensive modern buildings which, with the spacious grounds, cover over two city blocks.

In addition, the company operates

an up-to-date rolled oats mill turning out 1,200 barrels each day to produce the cereal which has become one of the most popular for Canadian breakfasts.

The story of Robt'n Hood's remarkable growth in Moose Jaw dates back to 1866, when a pioneer milling man by the name of Donald McLean built the original mill. McLean's years of milling experience in Western Canada had taught him that the finest wheat he could find was that harvested from the crops of the Moose Jaw district. Later F. A. Bean showed his agreement with McLean's evaluation of Moose Jaw wheat. After a two-hour discussion, he became the new owner of the "Moose Jaw Milling Company" which then acquired a new name, the Saskatchewan Milling Company.

Before operations were started by the new company a great deal of work was done. The mill's capacity was boosted from 250 to 500 barrels per day. More up-to-date equipment was installed and the mill itself was enlarged. On January 27, 1909 the improvements were complete and the new mill went into operation.

In line with the surge of expansion, it was decided that grain-rich Moose Jaw would be an ideal location for an oats mill. A cereal mill sprang up next to the flour mill and by the summer of 1911 operations began. Remodelling and improvements to increase the capacity and better the product continued and in May 1911 the mill's capacity reached 1,400 barrels of flour daily.

Disaster struck December 15th 1911 when both flour and oats mills were demolished by fire. This misfortune served only to spur the company to further progress. The keen demand for Robt'n Hood products had demonstrated the soundness of the venture making it necessary to find some way of supplying the trade. Modern milling and merchandising methods were employed in the reconstruction of both flour and oats mills at Moose Jaw. A name was chosen and on March 13, 1912, Robt'n Hood Flour Mills Limited were ready to grind the fall crop.

Capacity of the new mills was 2,000 barrels of flour and 350 barrels of oats daily.

Constant remodelling and renovation have continued to keep the big mills ahead of the times. In 1920 electric power took the place of steam, saving production enormously. The increasing demand for Robt'n Hood products resulted in further expansion, and to-day the company also operates modern mills at Saskatchewan, Calgary, Humboldt, Ont., and Montreal.

ST. JOSEPH'S PARISH

St. Joseph's Catholic Church is built on a high hill, commanding a magnificent view of the city of Moose Jaw.

The Renaissance period in architecture was followed by E. F. Fortin, the architect, who made simplicity the keynote of his design.

This beautiful structure is the realization of a dream which dates back to territorial days, when the Peter Greens and Patrick Doyle, were pioneer settlers, attending service in a CPR freight car living quarters of Murray the station agent, who placed it at the disposal of Rev. Fr. St. Germaine O.M.I. on his periodic visits to Moose Jaw.

The Peter Greens came to Moose Jaw in 1882. While the first settlers realized that churches and schools were of paramount importance in the establishment of a community. Necessary on the other hand, were a hospital or infirmary to make the settlement more comfortable, until a few harvests were gathered and men would permit their building more fitting places of worship and study.

Forty years were in pass before the corner stone of St. Joseph's church was finally laid in 1922 and the church was dedicated December 21st, 1924 by Archbishop Mathias.

As these forty years weave a tapestry of Moose Jaw's growth from a frontier outpost in 1882 to an industrial city of some 24,000 citizens in 1922, we are briefly relating the highlights of these years relative to St. Joseph's Parish including Providence Hospital, St. Agnes Separate School, The Convent of Sisters, The St. Louis College and St. Anthony's Home for the aged.

BUFFALO BONES FASHIONED FIRST PIPEORGAN KEYS

Thus tale, now legendary, but true nevertheless, concerns the fashioning of Moose Jaw's first pipeorgan from spent bullet shells and highly polished buffalo teeth. Light oak wood was used for the frame and the bellows filling the pipes with wind were hand pumped. It is recorded that no sweeter toned organ was ever heard, made by the hands of a Russian emigrant who homesteaded near the old cemetery on the outskirts of the town during the 1880's.

Anne Wallis recalls the name of this shy Russian emigrant, but she declares no one to her knowledge ever tried to spell it.

He learned his trade in the old country where he had worked in a large



ST. JOSEPH'S PARISH CHURCH

organ factory. He was often noticed out at the old rifle range picking up the empty cartridge cases, which the townspeople eventually learned he had melted down, then patterned into reeds for his pipeorgan. These were beautifully designed and the buffalo bones which he gathered on the prairie were fashioned into highly polished keys. When completed this famous prairie organ was presented to St. Joseph's parish. Only an accomplished organist could bring out its dulcet tones and thus for a time it was transferred to St. John's Anglican church and from there to the Orpheum theatre.

In 1905 the organ was sold for \$2,000.00 to a famous French opera singer who gave a concert in Moose Jaw. The organ was shipped out of the city before the original owners realised what had happened.

From a monetary point of view triple the amount paid could easily have been realised. As a valuable antique its worth could not be measured in dollars and cents. Like the Mighty Monarch of the Plains, it simply vanished like a puff of smoke in the wind and thus ends the story of the pipeorgan made of buffalo bones.

ST. JOSEPH'S PARISH 1883-1957

We might say the growth of St. Joseph's Parish started in Mrs. Peter Green's front parlour back in 1863. Visiting missionaries always found food and lodgings at the Peter Greens and when no other place was available services were conducted in her front room.

Father Gratton, Regina's resident parish priest, on a visit to Moose Jaw decided to do something about providing accommodations for Moose Jaw's resident parishioners, which resulted in the purchase of The little Anglican church at the corner of Manitoba and 1st Ave. N. W. The Anglicans having moved to larger quarters co-operated by turning over their old property for \$200.00.

On a return trip from Wood Mountain, Father Gratton perished during one of the sudden blizzards, which sweep over the prairies.

By 1901 a new brick church was completed and services were then held every two weeks.

In 1902 The Oblate Fathers were placed in charge of The Regina Parish and surrounding missions.

Rev Fr L. P. Gravel arrived in April 1907. He was employed by the Dominion Government to encourage

Catholic immigration in the Province of Saskatchewan. The town of Gravelbourg was named in his honour. He first visited this little French Canadian settlement in 1898, having been sent on this mission by Archbishop Langens of St Boniface, Manitoba.

Before Father Gravel left Moose Jaw he thought it best to acquire a larger church. As the Methodist congregation had just about completed their new church a deal was made in October 1907, whereby their old church was purchased for the sum of \$14,000. December 1st, 1907, services were conducted for the first time by Rev Fr Joseph Hugonard, O.M.I., Principal of The Qu Appelle Industrial School at Lebert.

In the month of April, 1909 the old church was sold to J. H. Curran for \$6,000.

Reverend Fr Francis Woodcutler arrived April 22nd, 1909, and was shortly established as the new parish priest.

June 20th, 1910, Father Woodcutler announced the purchase of a new church site for \$8,000. The property was bought with his own funds, pending such time as the parish might be ready to take over the responsibility.

Special services were held in June 1911 for the Coronation of King George the Fifth of England.

Bishop Mathew was appointed first Bishop of Regina and consecrated November 5th, 1911, in the Cathedral of Quebec, his native city.

In April 1911, five trustees were elected, as provided by law for the opening of a new separate school, with the approval of the Provincial Government.

June 30th, 1911, plans were put forward and approved for the erection of a new church, to be built on the property acquired by Father Francis Woodcutler.

In June 1911 a delegation from the Sisters of Providence, with headquarters at Kingston, Ontario, visited Moose Jaw, regarding the opening of a new hospital. Mayor Mayberry gave them a cordial welcome and the grant was approved, after being put to a vote by the city council. A block of land was granted to the community on South 14th from this small beginning the present day Providence Hospital materialized.

As the sisters had no authority to purchase property, Father Woodcutler bought a private house for \$12,000 at 133 Omacina Street West. This he rented to The Sisters of Providence to be used as the first hospital. After remodeling, the little hospital had room for some 18 patients. On June 11th, 1913, a tag day was held for the benefit of Providence Hospital, with all the citizens of Moose Jaw turning out to help the

cause. The princely sum of \$1,000 was realized.

Friday June 27th, 1913, His Excellency the Apostolic delegate for Canada, Mgr Magin arrived in Moose Jaw to bless the corner stone for the new church. He was met at the station by a large representation of Moose Jaw citizens of all religious denominations. His Worship The Mayor, James Pascoe, represented the city. William Grayson, represented the school board and H. D. Pickett represented The Board of Trade.

In April 1911, ten lots of the property purchased by Father Woodcutler were taken over by the new separate school and in this manner the St Agnes Separate school came into being. School opened in September 1913.

Four Sisters of Zion arrived August 5th, 1914, from Prince Albert, to take over the St Agnes School. They located a residence at 808 4th NW with the intention of establishing a boarding school and academy later on.

In the spring of 1915, a new superior (Mother Rose), arrived from England, she found larger quarters across the road, which became known as The Large Brown House, a former grocery store and Apartment House. This proved to be the nucleus of the present Convent and Academy of Zion, a Boarding and day school for girls.

Plans for the present convent were delayed due to the depression years, which virtually brought all building operations to a stand still. Nevertheless by the summer of 1923 plans had been completed by R. J. Buxyard, Architect and Alex Ferguson contractor who finished the work in record time. The Convent & Academy of Zion was opened March 4th, 1924.

On August 28th, 1913 two Sisters of the Community of the Sisters of St Louis arrived from Medicine Hat, Alta., for the purpose of furnishing the house which had been rented for their community on Chantry Avenue.

On November 23rd, 1913, the last services were held in the old church on High Street and on November 30th, 1913 the first services were held in the basement of the new church.

In 1918 Rev Fr P. F. Canoy succeeded Rev Fr Francis Woodcutler, as parish priest. He devoted the following eight years to completing the church, a dream it had taken forty years to fulfill.

At the death of Rev Father P. F. Canoy in 1927, the Redemptress Fathers were requested by Archbishop Mathew to take over the parish of St Joseph, Moose Jaw.

Rev Fr Thomas P. Coyne, C.Sa. B. is the present parish priest.



CHAB'S POPULAR PROGRAMME "THE MAILBAG"

The Legendary Torch Lights the Way to Radio

Those fabulous tales of the Arabian Nights have developed a marvellous twentieth century tendency toward changing fiction into fact

The merchant of Baghdad who sailed through the air on his magic carpet transported us in childhood to the land of Iraq on the Tigris river and we spotted it on the atlas, to implant its position on the earth's surface in our minds.

Today the magic carpet has been superseded by the voice of radio which spans the globe and keeps us posted on daily events now happening in Baghdad.

It took the searchers a hundred years to reach Radholand, and for that reason we are retelling the story

Thirty years previous to the discovery of oil on the North American continent, a man with a thirst for knowledge by the name of Savary discovered a needle could be magnetized by the discharge from a Leyden jar. This discovery, made in 1827, sparked the torch for the searchers in the field of radiant energy

Thus began a hundred year search for the key which would unlock another vault in nature's stronghold. In this tantalizing game of hide and seek, nature allows the seeker but one glimpse of her treasured hoard before retiring from the field, leaving man with an unsatiable desire to solve the mystery.

Thousands of workers have entered this field which produced the radio phone, an apparatus for the production of sound by radiant energy. With infinite patience these searchers groped their way toward the light to give us radio telegraphy, radio telephony and television—all carried on by the aid of radio waves without connecting wires.

In 1837 the first patent for an electric telegraph was taken out by Sir William Cooke and Sir Charles Wheatstone, of London, England, and by Samuel F. B. Morse, of the United States.

In 1887 Heinrich Hertz showed that electric magnetic waves are in complete accordance with the waves of light and heat and founded the theory upon which all modern radio signalling devices are based.

The entire art of long distance radio communication dates from December 12, 1901 when Guglielmo Marconi, in Nova Scotia, received the first transoceanic radio message from his station in England.

Canadian broadcasting of the human voice by radio dates back to 1919, when test programmes were carried out by the Canadian Marconi Company in Montreal. Regular organized programmes were commenced in December, 1920, by the same company on a wave length of 1200 metres. The establishment of broadcasting stations on a commercial scale were introduced in April, 1922. Fifty-two private commercial and amateur broadcasting licenses were granted in 1922. By 1934 seventy-four stations were in operation in the Dominion of Canada and the number of licensed receiving sets numbered 707,625.

Twenty-five years ago crystal sets were in vogue. A receiving set had a crystal detector but no electronic tubes. Today, radio people class them with the coal-oil lamp and the stereopticon slides of the "gay nineties". Quite content with the age in which they lived, the flappers of the 1920's sat with ear-phones strapped to their heads, thrilled to hear "Down by the Old Mill Stream" and "Dardanella", brought to them over the air waves by this miracle of modern science.

Progress in radio has been rapid, due largely to the enormous public interest in the subject, to keen competition, and to the ever-widening circle of radio enthusiasts, both amateur and professional.



"The Voice of Radio" Moose Jaw

The establishment of broadcasting on a commercial scale was introduced in April 1922. Moose Jaw lost no time in obtaining a licence. November 9th 1922 an amateur broadcasting licence was issued to the Moose Jaw Senior Amateur Association for station 10 AB. The station was in operation on that date. The call letters AA were used to designate Canada's first broadcasting station. Moose Jaw's call letters were AB.

CHAB did not reach its present status without a struggle. In 1934 10AB "went commercial" under the new call letters CHAB on 100 watts of power. The new company, known as CHAB Ltd., was composed of a group of Moose Jaw men who had sufficient faith in the future of the station to back their convictions with good hard cash.

Alfred Jacobson became president and his technical ability kept the station operating. His first "haywire outfit" used telephones for "mikes" nevertheless it laid the foundation for one of western Canada's most popular radio stations. Carson Buchanan, a former Moose Jaw lawyer, was made secretary manager. For ten long years the team of Jacobson and Buchanan cut corners and worked angles with one goal in view, "a 5000 watt station."

Success crowned their efforts at exactly 7:30 p.m. December 6th, 1944, when a switch was thrown increasing CHAB's power from 1000 to 5000 watts giving it a voice that could blanket the province.

In 1947 W. L. Davis of the Prince Albert Herald and Jack Nisught of the Moose Jaw Times Herald, purchased CHAB on a partnership basis. No changes were made in either policy or staff, as the new owners realized "The Friendly City" community station had taproots which extended down deep into the soil of tradition and service.

W. L. Davis, a son of Senator T. O. Davis, one of Prince Albert's first pioneer settlers, became associated with the Prince Albert Herald in 1930. He bought the paper in 1925 and in 1947 became one of CHAB's new owners. He sold the Prince Albert Herald in 1950 to the Western Publishers, a subsidiary of the Thomson dailies. At the death of W. L. Davis in 1954 Mrs. Lulu A. Davis associated with their only son, Thomas Osborne 3rd, now a student at McGill University and better known as Tim, took over the ownership of CHAB.

J. S. "Red" Boyling joined the staff of 10 AB in 1931 and under the guidance of Carson Buchanan soon learned the ins and outs of radio.

Exceptional staff teamwork brought to CHAB the J. J. Gibbs award in 1965 for being the top ranking public service radio station in Canada. This award is a badge of merit for service rendered during the three-day Blizzard of 1966.

CHAB

Combats the furies of storm in the blizzard of 1955

Saskatchewan is famous the world over for incomparable sunsets and northern lights which weave ribboned streamers of light in an ever changing pattern of myriad colours forming a canopy of beauty over the prairies at night. Saskatchewan has winter days when hoar frost rims buildings and trees inch deep with pearl. Then there are other days when nature in a less gracious mood beleaguers the province with the furies of storm. Seventy two mile an-hour winds rage over the prairies blotting out man's toylike landmarks with sheets of blinding snow tying up traffic and leaving a trail of havoc in its wake.

Sed Boyling general manager of CHAB has lived his life on the prairies and knows from experience what to expect when storm signals sound their warning notes. December 12th 1955 storm signals flashed their repeated warnings and CHAB prepared to combat the ancient enemy of the plains. For three days and nights the greatest blizzard in Saskatchewan's history bombarded the province with relentless force while along the air lanes CHAB battled man's ancient enemy with modern science. More than 3 000 messages were aired over this three-day period saving lives property and livestock. For this magnificent rescue work CHAB received Canada's highest award the J J Gelin trophy.

Martha Fidler CHAB's promotion manager gives a graphic description of this three day battle with the elements. This is the picture as she so aptly describes it.

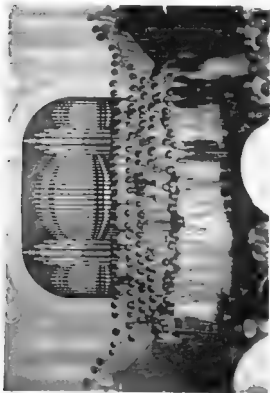
December 12th 1955 Early morning sleet and rain had coated the trees and highways with a thin layer of ice which gleamed in the sunlight somewhat hazardous for pedestrians and motorists otherwise a warm glorious day, nothing to worry about.

December 12th 1955 10 a.m. A sudden change. Atmospheric conditions gave evidence that the furies were gathering their forces. Blizzard warnings were flashed and CHAB sent out frequent bulletins to travellers on the highways.

December 12th 1955 12 o'clock noon Urgent storm signals were repeatedly sent out and travellers were urged to reach safety and stay there. Then the storm broke and for three days and nights the raging furies hurled their mighty forces across the defenceless prairies tying up traffic and blanketing the highways with mountainous drifts of snow.

CHAB operated on a full time emergency basis for the duration of the blizzard. Earl Barnholden remained through the night at his post taking emergency messages and checking weather reports. Hundreds of travellers were stranded in stalled cars on the highways. He worked twenty-five hours straight through without taking even a coffee break. Two announcers' voices gave out under the strain, and members of the staff who had braved the elements to reach the station took over the broadcasting.

The amount of property livestock and number of lives saved by radio during these three terrifying days will never be known.



Zion Church - Moose Jaw

Thousands of letters poured into the station with cash donations for CHAB's annual Christmas party for the orphans of the Orange Benevolent Home at Indian Head, skyrocketing their \$2,000 dollar objective to \$2,787.00. Those who could, called in person to express their gratitude for CHAB's valiant rescue work.

CHAB'S MAILBAG

This popular programme was an original idea, launched by Carson Buchanan in 1934. For twenty-three years it has been a "listener's favourite", and its continued success is assured under the guidance of Cy Knight. It covers a wide field, including interviews, local talent and lost and found articles which range anywhere from livestock to love letters.

MUSIC IN COLOUR

Undoubtedly one of CHAB's finest contributions is Helen Tait's "Music in Colour". The basic idea of this programme is to encourage local musical talent. Many rising stars in the musical world have appeared on this programme.

CHAB'S "BULOVA" NICK-OF-TIME AWARD

The CHAB "Bulova" Nick-of-time award was established to honour Saskatchewan people who perform outstanding feats of bravery. So far four awards have been presented: two for the 1955 blizzard, and two for drowning rescues.

CHRISTMAS FOR THE ORPHANS

Perhaps CHAB's most heart-warming project is the annual Christmas party for the orphans of the Orange Benevolent Home at Indian Head.

This idea originated in the Friendly City during "the dirty thirties" for the children's orphan home then located at Moose Jaw. 5,000 pennies started the ball rolling. Every year the total has soared until 1955 when 278,752 pennies rolled into the station. Each child receives a gift costing not less than \$10.00. There is a Christmas tree and Santa Claus himself makes his annual appearance. The turkey dinner would delight a gourmet and the entertainment includes an hour's broadcast by the children. Tired but happy, the children are then tucked into bed, to dream of the token gift they all receive on Christmas morning.

An excess fund amounting to \$5,000 has been used to purchase recreation equipment for the home.

Oil for the Lamps of the 80's

THE DAVIS STORY

Less than a hundred years ago the only light available in Rupert's Land was the flickering glow of a candle made from buffalo tallow. Matches made their first appearance around 1867, imported from St. Paul, Minnesota. That year coal-oil lamps were introduced, but they were on the luxury list, as coal oil sold for \$5.00 a gallon.

The late Senator T. O. Davis of Prince Albert pioneered the field in the coal oil industry in this northern settlement. From 1881-1882 he freighted in coal oil with other supplies from Fort James to Prince Albert. The round trip covered 400 miles and he walked every step of the way. His freighting outfit consisted of nine Red River carts drawn by seven Swampy musangs, broken axes, mosquitoes and black flies he took in his stride. Merchandise had to be ferried across the Saskatchewan River. The method of crossing the river on those days was to track down the ferry down stream. One man poled the boat while another man with a rope tracked it down the river. Then he would load on three or four carts, push the ferry out and start it row with two big oars. They would be a mile down the stream before they landed on the other side. Then the ferry had to be tracked up stream again with a rope. This procedure was repeated until his nine carts were landed on the other side. He showed his own men as there were no blacksmiths in the country at that time. He slept under the stars and thrived on bannocks and bacon. Freighting charges were \$5.00 a hundred. He brought in a lot of merchandise on these trips besides coal oil. There was salt at 25¢ a pound. Needles were five cents a piece. He brought in the first oranges to Prince Albert at 25¢ a piece. They were gone before he could get his merchandise unpacked. In 1882 he made a trip to Brandon and for the first time since his arrival in the west in 1879 he was to know the luxury of a good bed. The best the place had to offer. He tossed in the feather bed which became more uncomfortable by the minute. Throwing off the covers he rolled up in a mat on the floor where he slept like a log.

Under the circumstances the coal oil barrel of the 1880's was an institution not to be treated lightly. The Standard Oil Company was the first to ship oil to the Territories in tanks and it was one of the things included in the "free from duty demands".

When T. O. Davis first arrived in Prince Albert it was strictly a bachelor community.

In tradition Prince Albert can only be out rivalled by Old Battleford which as capital of the Northwest Territories dates back to 1877. In beauty Prince Albert has no rivals for it is undoubtedly the most beautiful of Saskatchewan's seven cities seated in the very heart of nature's northern wonderland. In 1886 a Presbyterian mission was built by Rev. James Nisbet to serve the King in spreading Methu who had settled along the banks of the Saskatchewan River. The church and the mission house with its parsonage remained so long after Rev. James Nisbet returned to Kildonan in 1874. His wife's ill health made it necessary for him to leave his beloved mission after eight years of service. She died in her father's home and he followed her within the year. This missionary from the Red River Valley gave Prince Albert its name as a tribute to the Prince Consort.

Dr. A. E. Porter arrived in 1879. He was the first registered physician in the Northwest Territories not attached to the Mounted Police. He owned the present townsite and founded the city.

The Davis Brothers arrived in the fall of 1880. The story of their accidental meeting on the trail after seven years separation and their subsequent journey to Prince Albert is a tale worthy of the romance of the old trails.

When Samuel Davis, M.A. decided to leave Ireland, he was on the

staff of the Dublin University. He continued to teach in Quebec when he came to Canada.

Thomas Osborne Davis was born in Sherrington County of Napierville Quebec August 16th 1856. He was named after his uncle the well known Irish poet. In 1873 his older brother C. O. Davis joined the famous police force and left for the Northwest Territories.

In 1879 young Tom took the trail to Winnipeg. At that time this modern western city was but a straggling street of shacks and little board houses. In the fall of 1880 he was working with a surveyor's outfit near Turtle Manitoba. They noticed a man coming down the trail in a Red River cart drawn by a red pony. He was dressed in overalls and stopped to chat with the surveyors. He told them he had spent seven years with the N.W.M.P. and had decided to start on his own. One thing led to another until Tom Davis realized he was talking to his own brother who had been gone so long they failed to recognize each other. His brother was anxious to have him return to Winnipeg where they could stock up with supplies and hit the old fur traders' trail for Prince Albert 500 miles northwest. In this manner T. O. Davis became one of Prince Albert's first settlers. The brothers purchased oxen and carts which they loaded with merchandise. There were no settlements west of Fort Ellice. Wapreux was then known as Devil's Lake. The trip took them two months.

On arrival at Prince Albert they found part of the town had been started in the summer of 1880. Jimmy Ashdown of Winnipeg and Tom Aeneas had started a hardware store. Charles Mair the Canadian poet who wrote Tecumseh had opened a store and was the post master. There was a N.W.M.P. barracks a grist mill and a Hudson's Bay post down the river.

In 1883 T. O. Davis sold his freighting outfit and started a store in Prince Albert. He shipped out from Winnipeg the first two pool tables ever brought to the Northwest Territories. From 1883 to 1885 he freighted from Troy (On. Appelle) to Prince Albert. In 1885 he married Rebecca Bond, freighter from Prince Edward Island. They were married at Troy and travelled overland to Prince Albert. He continued freighting until 1886. In the winter they made trails to the main line with ponies and sledges, a tent and a little camp stove.

In 1896 T. O. Davis was elected to the House of Commons for the District of Saskatchewan, re-elected in 1900 he was summoned to the Senate September 30, 1904.

A word for the sons and daughter of Senator T. O. Davis. Their careers have taken them far from the gateway to the north but Prince Albert will always hold first place in their hearts.

The Honourable T. C. Davis is at present Canadian Ambassador to Japan. His Honour C. S. Davis is Judge of the Queen's Bench, Regina. R. S. Davis formerly with the Indian Affairs branch is now retired. W.

I. Davis resides in California. Mrs. James Penny and Mrs. Harry Sterling have made their homes at the Pacific Coast.

Mrs. Lulu Davis the wife of W. I. Davis whose death occurred in 1894 was born in Edmonton and married Wm. L. Davis after graduating from the Toronto General Hospital. She is a daughter of Philip Drayton Walker and her grandfather was Nathaniel Walker a surgeon at Clark's Crossing during the Red Rebellion where his son Philip joined him. After hostilities ceased, Philip decided to stay in the west.

Incandescent Light "Dooms" The Coal Oil Lamp"



NATIONAL LIGHT AND POWER — MOOSE JAW

NATIONAL LIGHT AND POWER COMPANY LIMITED

It was Thomas Edison who in 1877 produced the first incandescent lamp thus laying the foundation for the light and power industry as we know it to-day. There was a great advance in the field of electric lighting when Edison's carbon filament lamp became practical. With it was born the electrical industry, for in order to supply light, electricity had to be generated, distributed and maintained at a steady voltage, controlled by switches and measured by meters.

It is a far cry from the arc and gas lamps of 1877 to the present system of electric generation and distribution which brings to us the comforts and convenience of modern electrical living at such a low cost. THIS IS THE MISKIP OF ELECTRICITY.

The Electrical Generating and Dis-

tribution System serving the City of Moose Jaw and the surrounding district is owned and operated by the National Light & Power Co. Ltd.

The Company was formed in 1920 and purchased from the City of Moose Jaw the Power Plant and Distribution System which up to that time had been operated as a Municipal System.

Soon after the purchase of the Plant, Canada along with the rest of the world passed through a period of depression. In spite of this, improvements in the service were made, and additions completed to the Plant and equipment.

Immediately after taking over the operation of the Franchise, which was for twenty years (This was later extended by popular vote for a further eleven years) a new 10,000 kW Genera-

ter was installed. This brought the generating capacity of the Plant to 21,000 kilowatts.

In 1936 the first of five new boilers was installed. About this time the Company extended its Distribution and Transmission Systems to serve the surrounding district. A 33,000 volt line was built to the Sodurn Plant at Bishopric while lines were extended west to serve the farming community around Bohern.

Then came the War and the Company was called upon to build lines to service Airports and Landing fields and to provide the necessary power to serve two large Airports. After the war further lines were built to serve the farming community surrounding Moose Jaw and this extension has continued until the present. In addition the Company supplies power to the Transmission Lines of the Saskatchewan Power Corporation which radiate out of Moose Jaw for distances up to one hundred miles.

In 1946 a 5,000 KW Generator was installed to replace the smaller units in the old City Plant. The following year two medium sized boilers were installed replacing older equipment. In 1949 a new \$140,000 Steam Generator was put on the line, while in 1950 foundations were laid for a new 15,000 Kilo-watt Turbo Generator. Further construction included the erection of a new addition to house the latest switching equipment and the construction of a 1,000,000 gallon oil storage tank.

In 1952 the 15,000 KW Generator was put into service and the following year a 2,400 KW Generator was added to bring the total Generating capacity to 37,500 kilowatts. A further addition to the Power Plant was constructed in 1953 to house another boiler.

Thus has the National Light & Power Company, over the years, kept pace with the steady advancement in the electrical industry, providing efficient and reliable service for its thousands of customers, and serving the industrial needs of the City including the Robin Hood Flour Mills, the R.C.A.F. Airport, the Canadian Pacific Railway the British American and Husky Oil Refineries, the Canadian Government Elevators and many other smaller industries.

A comparison of the years 1920 and 1955 shows—

	1921	1955
Number of Customers	4,848	9,792
Meters in Service	5,533	10,043
KW Hr.—	1932	1955
Sent out	22,577,401	103,213,401

The Company in keeping with its policy to render reliable service at the least possible cost has made seven rate reductions since 1939. This has been done even while production costs, including fuel, materials and labor have increased to more than double since 1939.

The National Light & Power Company Limited have a permanent staff of eighty employees with an annual payroll of \$289,000.00.

President and General Manager of the Company is H. F. Berry who has served the Company in that capacity since its inception and under whose leadership the Company has grown to its present status as one of the important and essential industries of the City of Moose Jaw.



J. E. DUNN

President of The Turkey Breeders' Association of Saskatchewan.

"THE BRONZE ARISTOCRATS OF SHADINE FARM"

Statistics record some 90,000,000 turkeys are consumed annually, in Canada and the United States.

Broad Breasted Bronze are the "Aristocrats" of Turkeyland. A prime favorite with buyers and housewives during the Yuletide Season, when this noble bird stuffed with chestnuts and savory dressing then browned to a golden turn decks the festive boards of the entire North American Continent, from The Arctic Circle to the Everglades and bids fair to out rival "The Roast beef and Yorkshire Pudding" of old England, where large turkey farms are now popularizing the industry over there.

Thanksgiving or Turkey Day, dates back to The Pilgrim Fathers. English colonists from the city of Plymouth, on Plymouth Sound, Devonshire County, England who were led by a minority of separatists from the Church of England. The colonists sailed for America aboard The Mayflower in 1620, landing at Plymouth Rock, where they founded Plymouth Colony, the first permanent settlement in New England. Plymouth, Massachusetts, today is a city of some 12,000 souls.

Following their first successful harvest a day was set aside, as a public acknowledgement or celebration of Divine Goodness and Mercy. The observance of a day of Thanksgiving following "Harvest Time" is recognized as a legal holiday in Canada and the United States.

The first Thanksgiving Day featured wild turkey as the pièce de résistance of their feast.

From Land Birds of America, by Robert Cushman Murphy and Dean Amadon of The American Museum of Natural History, we find, the wild turkey which dwelt only in America, was one of the first to become greatly reduced. The reason is plain for a visitor in New Jersey in the year 1844, mentions a flock of 300 turkeys 'got by nets' at one time. However the wild turkey has not altogether disappeared and is today gaining in certain areas."

DOMESTIC TURKEYS are the descendants of birds that were carried from Central America to Europe by the Spaniards, then brought back across the Atlantic to New England and New York.

The Spanish Colonists excelled in domesticating and cultivating New World animals and plants of every variety.

Turkeys are unrivalled as game birds. They represent America's most important contribution in this field. They were unknown in Europe until Spanish monks transported to Europe a stock already domesticated by Indians in Mexico.

The name "Turkey" is due to a misunderstanding regarding the identity and source of the first living domesticated examples introduced into Great Britain from the Mediterranean area.

"Turkey Cock" first applied to the guinea cock, which was imported from Africa through TURKEY into Europe and for a time was identified with the American Bird, thus our American bird received the name of Turkey.

This "Aristocrat" of the feathered tribe, which has been dedicated to Thanksgiving, Christmas and New Years Day is a native of the North American

Continent, ranging through well forested country from Ontario southwest to northern Florida, westward beyond the Mississippi and well into Mexico.

SUNSHINE TURKEY FARM

With years of experience to guide them, J. E. Dunn and J. E. N. Schwen, maker-owners of Sunshine Hatchery decided to specialize in producing Genuine Broad Breasted Bronze Turkey Poults. The strain is readily recognized by the Trade Mark "Nicholas Strain Broad Breasted Bronze" bred in the Valley of the Moon, Sonoma, California.

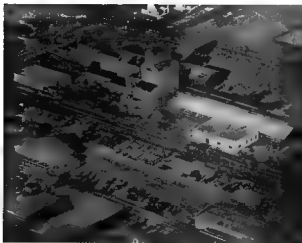
The success of their experimental farm at Mortlach, Saskatchewan, proved the wisdom of their choice. In the last year they have turned out 140,000 poults.

The Sunshine Hatchery is equipped with Robbins Incubators, used exclusively in the hatching of poults and sized to handle up to 80,000 eggs at one time.

From the first of March until the end of June, every one as busy in the hatchery business. From 10,000 to 12,000 poults are hatched weekly. Only trained workers are allowed to handle the hatchery operations. 140,000 poults a season is an average record. The baby poults are then boxed and made ready for shipment by plane, train or truck for new homes on the prairies. Some 120,000 are shipped out to fill immediate orders. 10,000 are reserved for the experimental farm two miles west of Mortlach.

The poults are transferred from the hatchery to the brooder room where 21 Million Dollar Hens provide even temperatures, water and food. The young poults are fed on Swift's concentrates, which The National Mills mix with their own grain. Nutritional experts are constantly bringing to light more advanced and better methods of feeding both young and old birds.

The baby poults are kept in the brooder rooms for approximately four weeks, then boxed and transferred by station wagon to The Sunshine Turkey Farm where they are placed under Freppene gas brooders for a period of from four to six weeks. At the end of this time they will be fully feathered and are allowed more grain and grass. Only first generation birds are kept at the farm for breeding and hatching. Second generation stock is strictly commercial. Up to date shelters, automatic waterers and self feeders are used on the range. Layers have semi-trap nests.



AIR VIEW OF THE NATIONAL MILLS LTD. MOOSE JAW

Just before the birds are ready for market the flock is culled and blood tested, under the supervision of company experts and Saskatchewan Government inspectors.

The Sunshine Turkey Farm has gained favourable notice from the press and The National Film Board, which made a film of the farm, which has been shown in news-reels and on television.

The company sponsors a radio programme over CHAB, keeping friends and customers informed on feeding procedures and grain quotas, as well as poultry diseases, breeding programs, and helpful hints on turkey raising.

J. E. N. Schwennaker, operated the first turkey hatchery in the province of Saskatchewan for Swifta, before opening The Sunshine Turkey Hatchery in partnership with J. E. Dunn. His duties at the experimental farm have included the supervision of feeding and raising young turkeys, handling the laying flock and a hatching flock of 3,000 hens.

NATIONAL FLOUR MILLS LTD.

Millers of "Rye Flour" Moose Jaw

The prospect of supplying western Canada with 1 percent of its Rye flour, prompted the return of a small Moose Jaw mill to flour milling in 1953.

The National Flour Mills Ltd., started turning out an excellent quality of rye flour after converting the machinery to the long system of milling. The mill was used during the second World War to manufacture flour for export. The mill ceased to function when war ended and the markets declined.

The gumboed soil of The Regina Plains is recognized as one of the most productive areas in the world. Grain from this district produces a flour, unrivalled in the west. Dietitians are demanding more rye bread while an influx of immigrants from the European zones prefer the "Black bread" of their country. These various factors have been instrumental in increasing the output of rye flour at The National Mills.

Today the company has many related operations. National plant mills grade buying division is one of the largest

handlers of Durum wheat in western Canada. During the open quota period, an average of 100 grain trucks use its facilities. Due to excellent car service supplied by The Canadian National Canadian Pacific and Soo Line railroads receipts of fax have come into the elevator from as far west as Sceptre and Leader, with many farmers from Coedre and Courval hauling all their fax to this point.

In 1933 a large Hart-Carter Disc Cleaner with a capacity of 1,000 bushels an hour was installed. This installation enabled the company to clean most of the grain shipped to the east. Thereby reducing shipping costs and providing the feed department with screenings at a reasonable cost.

The National Mills Limited have introduced two new binders for the foundry business. PRIDELFLO No. 1, a Molding Sand Sizer No. 2 A Core Sand Binder. These two starch products have been especially developed and tested for foundry sand adaptations.

Custom milling, grinding and pelleting are becoming more popular each year. Farmers favour the system as it allows them to bring their own grain into the plant for processing. The feed mill is fully equipped, having two hammer mills, three feed mixers and one pellet mill.

J. E. DUNN

President and General Manager

J. E. Dunn, President and General Manager of The National Mills Ltd., was born at Swan River Manitoba. His Grandfather, John Dunn, emigrated to Canada from Ireland, walking 20 miles with an axe and his personal belongings to settle in Huron County, Ontario. He retired at the age of 35. Transferring the burden of keeping a family of nine into the hands of his children, contending "An honest day's work never hurt any man." His son Joseph, better known as "Bert" operated as a grain buyer on Swan River from 1810 until the early 1920's, when he started farming in the Kerrobert District. Shifting his burdens to the younger generation enabled John Dunn to live to a ripe old age. He died in Moose Jaw at the age of 90.

J. E. Dunn, a son of Joseph left the farm in 1928 to become an employee of The Swift Canadian Company. In 1937 he married the former Clara Murdock, whose father was an old time Massey-Harris agent.

J. E. Dunn was with the Swift Canadian Company for 21 years, spending 11 years as Saskatchewan Territory manager. He then started The Sunshine Turkey Hatchery, amalgamating with The National Flour Mills Ltd. in 1952, in order to round out the operations.

J. E. Dunn is President and General Manager of The National Flour Mills Ltd., and its subsidiaries, President of The Turkey Breeders Association of Saskatchewan, Vice-President of The Moose Jaw Poultry Association, Director of The Saskatchewan Turkey Federation and a member of The Moose Jaw Rotary Club.

J. E. N. SCHWENKER, Vice President and General Manager, is a native of Moose Jaw. He learned the poultry, egg and hatchery business from 14 years association with Swift Canadian Company Ltd.

HARRY MONSON, Chemist and head of Research Division, Retired from The Robin Hood Flour Mills after 32 years as head chemist, at Moose Jaw.

WALTER F. THORN, Chairman of the Board, has been a resident of Moose Jaw since 1911.

In 1911 Head Office for The Imperial Building Supplies Ltd. was established at Moose Jaw. Walter F. Thorn at that time was transferred from Winnipeg to Moose Jaw, as General Manager. Later he became vice-president.

Since 1934 he has devoted his time to personal interests and the development of natural resources in western Canada.

VETERAN OF THE N.W.M.P., 1885

"PADDY" DOYLE

On April 2nd, 1957, Patrick H. Doyle, who holds the record as the oldest living of The Famous Old North West Mounted Police, will be 94 years of age. Born in Wexford, Ireland, April 2-3 1863, Paddy Doyle came to Canada in 1883, joining the North West Mounted Police in Toronto, October 30th 1883. Shortly after he was transferred to Regina, where he was placed on guard duty during the trial of Louis Riel. He served with the N.W.M.P. for ten years, then filed on a homestead west of Archibald in 1896, where he ranched for more than fifty years.

"Paddy" Doyle now retired is the grandfather of Leo Heuler, of the well known contracting firm of Frosch & Heuler. He makes his home in Moose Jaw, living with his daughter, Mrs. Kathleen McGinn.



Johnstone

DAIRIES LTD. W. H. JOHNSTONE

W. H. JOHNSTONE - MOOSE JAW
"Saskatchewan's Pioneer
Distributor of Dairy Products"

Saskatchewan's Pioneer Distributor of Dairy Products, W. H. Johnstone of Moose Jaw, reviews the progress made in the field of promotion during the past fifty years.

Housewives of 1907 Purchased pails of milk from the wagon at ten cents a quart.

Housewives of 1957 Purchase "Johnstone Brand" Creamery butter and "Country Club" Ice cream from their neighborhood grocer, neatly packaged and sold from refrigerated shelves, which insures freshness.

W. H. Johnstone purchased a farm in the Cobourg School District in 1907 and continued doing homestead duties on his land south of Milestone, during the winter months. It was on October 28th, 1908, when he crossed the threshold of his homestead dwelling with his bride, the former Clara Lillio, that he conceived the idea of going into the dairy business. Their initial start in the dairy business consisted of two cows, which kept them in groceries, as straight grain farming was a hazardous proposition in those days, with everything depending on the weather.

In the winter of 1912, W. H. Johnstone travelled east to purchase a car-



load of Holsteins, combining purebreds with good commercial grades. In this manner he founded The Cobourg Dairy Settlers in this district were mostly from Cobourg, Ontario, thus the district and school bear the name of Cobourg. In the city of Moose Jaw, housewives rushed for their pails when they saw "The Cobourg Dairy" rig down the street, for all milk deliveries were made in this manner during the early days.

In the fall of 1912, The Cobourg Dairy purchased their first bottle equipment, much the same as today with the exception of shape, the first bottles were round.

Operating in the same line of business, at this time was Joseph A. Caulder, born in Bristol, Quebec April 29th, 1884. Joseph Caulder completed his education at Morrisburg, Ontario, before moving west. He settled in Moose Jaw in 1907, where he engaged in farming on a large scale.

In 1910, Joe Caulder's farm was recognized as the largest in the district. Huge barns accommodated some 130 head of cattle. Water was piped into the barns and after carriers were introduced for sanitation. The dairy business was carried on from the farm until November 1910, when he organized The Moose Jaw Dairy Company Ltd. The new firm was located in the Russell Block and some time later the name was changed

In The Saskatchewan Creamery Company Limited Joe Caulder built the present Saskatchewan Co-operative Creamery building at Carleton & Second.

In 1904 the company was re-organized under a Dominion Charter. The company at this time operated twelve branches throughout the province, with headquarters at Moose Jaw. The company products were known as "Saskatchewan Creamery Butter" and "Velvet Ice-cream." Thus Joe Caulder earned the sobriquet of "Velvet Joe."

An amalgamation with the Saskatchewan Co-operative Creameries Ltd. was made in 1927, which continued until 1938, when Joe Caulder disposed of his interests in the present Co-operative creameries. H. C. Hart has been manager of the Moose Jaw branch since 1944 and an employee of the company since 1924, when he started in the accounting department.

This digression from our main story, simply denotes a milestone passed in dairy products promotion. New and better equipment was essential if one were to keep a firm foothold on the slippery ladder of private enterprise.

W. H. Johnstone contrived to hold his own and gained considerable recognition as a successful young dairy man. In 1916 he built the most modern dairy farm in the Cobourg District. He also built the first one in southern Saskatchewan ending up with three (capacity) 400 cows.

From 1914-25, W. H. Johnstone operated The Cobourg Dairy, as a Producer and Distributor business. In February 1926 he opened his first city dairy in Moose Jaw. This included a pasteurization and butter plant and was known as The Cobourg Dairy, located on the present site of The Palm Dairies Limited.

In 1927 The Cobourg Dairy was incorporated as a limited liability company with W. H. Johnstone as president and general manager. A butter plant was then opened at Maple Creek, now operated by a private individual. In 1938 The Cobourg Dairy introduced "Lily" ice cream.

On March 28th, 1938, Cobourg Dairy Limited sold to Burns & Company and W. H. Johnstone became resident manager. Some time later the name was changed to Palm Dairies Ltd. In 1939 W. H. Johnstone resigned his position as manager and returned to farming. Here in 1935 he opened the present Johnstone Dairies Ltd., in the Douglas Building.

Today Johnstone Dairies Ltd. supply "Johnstone Brand" creamery butter and

"Country Club" ice cream to the city of Moose Jaw and district. In 1904 a branch was opened at Swift Current to better serve the district.

Half a century in the Dairy Products field has brought its rewards. The rungs of the ladder of success are not so slippery as they used to be and W. H. Johnstone has learned to master them. There are seven Johnstone children who now lend a helping hand, three of them are actually engaged in the business. Thornton is assistant manager. Ronald is in charge of country sales and Lloyd operates a small dairy herd on the old homestead, supplying milk to the city plant. The remaining four are resident in the district.

In the origin of names "Johnstone" is not an uncommon one, this particular branch of the Johnstones originated in Glasgow, Scotland. The first to arrive on Canadian soil was Alexander Johnstone, who settled at Fourstar, 40 miles east of Ottawa, at the junction of The Nation and Scotch rivers, 50 years ago.

Prior to settling in Canada Alexander Johnstone had spent 20 years as an apprentice saddler in Scotland. He married a daughter of James Lindsay, a wealthy shoe manufacturer of Montreal.

Alexander Johnstone and his bride settled on a homestead at Fourstar which had very little to offer in the way of modern conveniences. Monksbush were used almost exclusively in the bush country. Their son William was born on the farm and lived the life of the average Ontario farmer, he also carried the mail. He married and raised a family of nine children. William H. Johnstone of Moose Jaw, was the eldest. He attended school at Rosville and read stories of the great northwest, the Red River Valley and the much publicized District of Assiniboia. His father made a trip west in 1864, bringing back glowing accounts of the country.

Thus it happened that in 1901 young William borrowed money from his uncle, with which he purchased a harvest or circus ticket to Medora, Manitoba. Returning that fall, he found his father was selling the farm and preparations were being made to move the family west in the spring. As the eldest son young William travelled west in the spring of 1902, with a carload of settlers' effects which included five horses and two cows. With him were his mother and eight brothers and sisters. His father remained in Ontario to wind up their affairs. The little group boarded the colonial cars at Fredston Ontario. At that time the trains were assembled at



THE PARK LOUNGE—MOOSE JAW, SASKATCHEWAN

A Friendly Hotel
in
The Friendly City



Travellers Prefer
"THE PARK"

Moose Jaw Named School District "Number One"

OF THE NORTHWEST TERRITORIES—

December 5th, 1884

Carlton Place numbering as high as 40 or 50 cars in a train. Two colonist cars were attached which provided sleeping quarters and stoves for the families to cook their meals. Their destination was Winnipeg and the trip took twelve days.

The Johnstones purchased land from the CPR and their first home was a sod shack with a leaky roof during the rainy season which was most of the time, as it rained practically every day.

In 1905 three homesteads were located in the Milestone District, Saskatchewan. William Johnstone Sr, named the first school district "Emerald School" and the first meeting to organize the district was held in the Johnstone shack at Milestone, June 1906.

Here the Johnstones encountered their first Saskatchewan mosquito invasion, which proved to be an experience difficult to cope with. Work was disrupted, as neither man nor beast could long endure the swarming hordes which threatened to eat them alive. The loan of some flax straw from a neighbor, helped the situation, as a "smudge" in those days was the farmers cure all for mosquitoes.

The Johnstones purchased land in the Cobourg District, near Moose Jaw in 1907 and for the past fifty years have contributed immeasurably to the advancement and growth of the City of Moose Jaw.

Eight years W. H. Johnstone served as councillor for the R.M. of Moose Jaw. He was trustee of the Cobourg School District No. 814, for many years Alderman for the city of Moose Jaw from 1939 to 1951. He is a member of the Chamber of Commerce, Past President of The Rotary Club—1945-1946 and in 1953-54 was District Governor. His church is Zion United.

MOOSE JAW NAMED
SCHOOL DISTRICT "NUMBER ONE"
OF THE
NORTHWEST TERRITORIES—
December 5th, 1884

By official proclamation of The Territorial Council, December 5th 1884, the first school district was recorded under the corporate name of "School District of the town of Moose Jaw Protestant school district "Number One" of the Northwest Territories."

The first permanent school built in 1889, was originally a four room building. As the town grew additions were made, extending the school to its present size.

Dissenting voices in the 80's decried the folly of building this enormous four room, brick structure, contending there would never be enough school children in Moose Jaw to make use of it and furthermore it would only swamp the town in a hopeless debt situation.

These "Famous last words" of the founding fathers are worthy of remembrance, when reviewing the history of Saskatchewan's oldest landmark in the field of education. Sixty eight years have passed since Victoria school was opened in 1889, and we venture to prophesy that totaling the number of footsteps which have echoed through these halls, would constitute a major problem in mathematics for the teacher.

Reviewing her past four years as trustee of the public and collegiate school board, Mrs. Vera Broadfoot, compares the educational advantages school children enjoy today, with the lack of facilities prevalent a few years back. During her term of office the new Queen Elizabeth School and Westmount Annex have been completed. Proper lighting and ventilation, she points out are precautionary health measures, as well as an added incentive for study.

Moose Jaw's curriculum is kept up to the highest standards, through the united efforts of a highly qualified teaching staff.

The Moose Jaw Musical Festival is recognized as one of the "best in the west" and the school choirs work diligently to maintain their record.

Moose Jaw has ten public schools. Central Collegiate and Technical senior Plans are now being prepared for a new High School on South Hill, as well as an addition to the public school.

MOOSE JAW UNION HOSPITAL

As Vice-President of The Women's Auxiliary of The Union Hospital Board, Vera Broadfoot brings us up to date on improvements which have been added during recent years, making Moose Jaw's Union Hospital, one of the finest in the province.

The corner stone for Moose Jaw's first General Hospital was laid July 18, 1904. The building was officially opened April 17th, 1906. 38 bed capacity.

By the end of 1906 a total of 260 patients had been treated. Fifty patients were treated in one day which was an outstanding record for a 28-bed hospital. Miss F. K. Smith was the first matron and the medical staff include Drs. Turnbull, McCulloch, Redcliffe, Leach, Wheeler and Wardell. As the city grew and the population increased, necessary extensions brought the bed capacity to 180.

The present institution completely modernized has been changed into a Union Hospital, with additions costing \$1,200,000.00.

THE PRINCESS PATRICIA CLUB

Recently elected President of The Princess Patricia Club Mrs. Vera Broadfoot gives an interesting account of their activities. With a restricted membership of thirty this service club for women has a record of achievements which is truly remarkable.

Money contributed to the various projects they have sponsored, must be earned. Solicited contributions are definitely frowned upon.

The Princess Patricia Club has been instrumental in bringing to Moose Jaw The Winnipeg Ballet and The Regina Male Voice Choir.

They have sponsored Marilyn Duffus, now studying at The Royal Conservatory

in England and her recitals at Zion Church.

They have sponsored Art Exhibits and assist the local campaign funds. One naturally becomes interested as to their means of raising funds and we learn, an Annual Tulip Sale is one method used. A Christmas Bazaar is held, teas and fashion shows are lavishly given the support of the Moose Jaw citizens, who are as proud of The Princess Patricia record, as the members are themselves.



VERA BROADFOOT
Alderman Elect For 1957

A WORD ABOUT MRS. VERA BROADFOOT

Prior to her marriage to Arthur Broadfoot in 1946, Mrs. Vera Broadfoot, nee Hutchinson, a widow with three sons to educate, had been a beautician in the east.

Her pioneering spirit has undoubtedly been handed down to her by her forefathers, who were among the first Dutch settlers to settle in Upper Canada. Her three sons are carving careers of their own. "Biff" a graduate of UBC is now Lieutenant Wm. Hutchinson, serving with The Princess Patricia Regiment stationed in Germany. Jack attended the University of British Columbia and played football with The Thunderbirds. His name is familiar in the west as a member of The Roughriders' team. At present he is continuing



THE BROADFOOT FUNERAL CHAPEL, ACROSS FROM CRESCENT PARK

The Chapel on The Crescent



A CONTROVERSIAL ISSUE ON "THE SERPENTINE" CRESCENT PARK

ing his studies at The University of Manitoba, where he joined the Winnipeg Bombers.

At the death of Arthur Broadfoot in February 1958, Vera Broadfoot continued with the work her husband had carried on for forty-six years, familiar to every one in southern Saskatchewan, as The Broadfoot Funeral Chapel. Having worked with her husband prior to his death, she took over with competence and confidence, ably assisted by her son Jim. Firm management simply added one more item to her long list of activities which include being Alderman Elect for 1957, Moose Jaw City Council Trustee of The Public and Collegiate school board, Vice-President of The Women's Auxiliary of The Union Hospital, President of The Princess Patricia Club Provincial Vice-President of The Handicapped Citizens and a member of The Moose Jaw Chamber of Commerce, YMCA, YWCA and The Quota Club.

A true westerner at heart she has entered into the spirit of the west, projecting her enthusiasm and boundless energy into every worthy cause.

The history of The Broadfoots in Moose Jaw dates back to the first years of the twentieth century.



**ARTHUR MIDDLETON
BROADFOOT**
1885-1956

Arthur Middleton Broadfoot was the youngest member of a family of ten. He was born in 1885, the year of The Riel Rebellion and for that reason was given the name of Middleton, in honour of General Middleton, a British Imperial soldier, who marched his troops across from Troy (Qu'Appelle) to Batoche, to end the uprising staged by the Metis along the northern branch of The Saskatchewan River.

Arthur's boyhood home was at Seaford, Ontario, where his father had large holdings, with their main business centred in the manufacturing of furniture.

The first Broadfoots to settle in Canada arrived from Scotland in the early 1800's, establishing themselves in Upper Canada.

Arthur Broadfoot, liked to travel, to visit new places and see new faces. He made his first trip west in 1905, the year the province of Saskatchewan was formed continuing on to the west coast, he travelled by stage coach where the steel had not been completed. He prospected for gold in the Yukon, became purser for The Alaska Steamship lines between Seattle and Nome, then started a lumber business with his brother James in the States.

Arthur's brother Alex arrived in Moose Jaw in the early 1900's and served his apprenticeship with The Bellamy Funeral Home.

In 1910 Alex, Charles and Arthur Broadfoot started in business for themselves. Here Arthur lost the "Wanderlust" to see new places and for the following forty-six years was to build a place for himself in this friendly community, which all will agree, none but himself could fill.

When Broadfoot Brothers opened their first undertaking establishment in 1910, their equipment consisted of one horse-drawn hearse. In 1915 the first motor vehicle was purchased. In 1925 an ambulance service was put into effect. Equipment for 1937 consists of two modern, combustion hearse and ambulance vehicles.

The carriage lamps from their 1910 equipment now add a touch of "Pioneer Days" to the front entrance of The Broadfoot Home Incandescent lights supply the modern touch.



First Anglican services held in a tent in 1863

The first Anglican church in Moose Jaw was built in 1881 and was designed by John A. Anglin, Church on River Street.

After the war, the church was damaged by fire and the roof collapsed. The church was rebuilt in 1912 and the roof was replaced with a whisper of time to spare before the roof collapsed.



PUBLIC LIBRARY MOOSE JAW BUILT IN 1912

The Friendly Neighborhood Druggist

Harry Martin Thompson, "The Friendly Neighborhood Druggist" of Athabasca East, Moose Jaw, was born July 30th, 1903, at Neidhart, Saskatchewan. The first boy born in the R.M. of Sarina.

His parents were of Norwegian descent, settling in Kindred, North Dakota in the early 1890's. His father Martin Thompson, worked on the railroad during the days of construction in North Dakota. Industrious and eager to learn, then led from Oslo, Norway, soon adapted himself to the ways and customs of the new world. He met and married a Norwegian girl. In 1903, they moved to Canada, locating land near Neidhart.

Harry Thompson is a graduate of Regina Collegiate, taking his pharmaceutical course at The University of Saskatchewan. He graduated in 1928.

The stock market crash of 1929, followed by the dust storms of the Depression were discouraging years for those who were just beginning to establish a career. Harry worked as a pharmacist in Regina until 1936 when he opened the Lakeview Drug Store. In 1937 he married Elizabeth Muir, a daughter of Reverend G. G. Muir, pastor of The Martin Memorial Presbyterian Church, Regina, who came to Canada from Scotland before the Province of Saskatchewan was formed, to enter the mission field. He died at the age of 84 in 1953, his wife now 85 still makes her home in Regina.

A disastrous fire in 1951 destroyed the Lakeview Drug and in 1952 Harry Thompson opened The Crescent Drug in Moose Jaw.

During the past five years he has built up a neighborhood clientele of familiar faces he has learned to know as friends, as well as customers. Business expansion in Moose Jaw is rapidly developing Athabasca East into a suburban centre which will continue to expand and grow as a friendly community centre.

Residents of this "Friendly Circle" are Martha and Lorne Fidler, 508 Athabasca East.

MARTHA FIDLER, Promotion Manager for CHAB, Moose Jaw is the great great granddaughter of John Selter, who

came to Rupert's Land with the first settlers sent out by Lord Selkirk to colonize the Red River Valley, in 1811. John Selter changed the name to Selter as he wished to perpetuate his branch of the family tree in his own way.

Martha Fidler nee Selter is the fifth generation of this particular branch of the family tree. She was born at Portage la Prairie, on the farm her ancestors settled before homesteads were thought of. Squatter's Rights were recognized before The Homestead Act, first passed in the United States in 1862, authorizing the sale of public lands in parcels of 160 acres each to settlers. In Canada the first Dominion Lands Act of 1872. Her grandfather had squatter's rights on a farm three miles east of Poplar Point on the Assiniboine River. The graveyard is three miles west but the majority of first settlers are buried in the old cemetery at St. Andrews, between Selkirk and Winnipeg.

Martha's father was born at the original old log house in 1898, and thirty years later this was to be the birthplace of Martha Fidler, nee Selter.

In 1951 the Selters built a new modern home. Used to the old log house Martha, then six months old, immediately developed a case of paint poisoning, which made her allergic to paint in any form, nevertheless at the age of 20 she married a paint salesman.

LORNE FIDLER is a direct descendant of Peter Fidler listed in historical records as one of the first in the west. An Englishman by birth, he came out as an engineer. In the Lord Selkirk House Housing Development, Winnipeg, there is a street which bears his name and a cairn to his memory has been erected at Meadow Lake, Saskatchewan. His father made an unusual will, to the effect that it was not to be probated until 100 years after his death. The document is still in escrow.

Lorne Fidler was born at Portage la Prairie in 1914. He was a hockey star with the Portage la Prairie Junior Hockey Team W.F. Selkirk.

Martha and Lorne were married in 1935 moving to Moose Jaw after the flood in 1936. Lorne Fidler is Saskatchewan representative for Lorne Brothers, Winnipeg.



THE NORTHERN LIGHTS

—Photo by Theodore Tædt



NELLE OVERGARD — "NORTH OF 55"

DRESSED FOR NORTHERN TRAVEL Miss Nellie Overgard's Unusual Career makes a traveler of her. Here she is seen in a prized Caribou Parka, trimmed with sable.

She built a Career of Towns and People

By Catharin Gosack

Staff Reporter for The Regina Leader Post, 1947

Miss Nellie Overgard of Regina today finds herself with a full sized career and all because of a special interest in Saskatchewan and Saskatchewan's people. It started a few years ago, she said in an interview Wednesday, when she put out a directory of two or three towns in the province. Before she knew it her directory had grown to such immense proportions that it was "just like a snowball that built itself."

Now she compiles a record of the whole of Saskatchewan to include from

the southernmost part of the province to as far north as Lac du Brochet. She covered the northern portion of Manitoba as well.

But this directory isn't quite like any other in Canada, in Miss Overgard's opinion, because it goes beyond the mere listing of a town's inhabitants. If a person wants to know where a village got its name, for what it is important, or just what its general history is, the directory will tell him. There are pictures too of the town's spots of interest.

At one point Miss Overgard considered including all farm people in her directory, as well as town and village inhabitants. She said she managed this for certain rural areas in the southern part of the province, but unfortunately had to abandon the idea as being too expensive.

How does one go about compiling a directory? As Miss Overgard expressed it, "A person has only to talk to every old timer in the place. They know the story of Mr. Smith, who first arrived when the railway came in, about the first building to go up, about where the town got its name and a dozen other historical points."

When she first started her directory, town and village people didn't quite know what she was attempting to do, but after seeing the completed work were pleased to have the publicity for the particular spot in which they live and co-operated willingly.

Because in her opinion they are a fundamental part of Saskatchewan, Miss Overgard devotes a portion of her directory to registered cattle, milk and fox breeders.

Miss Overgard's career naturally makes a traveller of her. She knows every village and town in Saskatchewan even to the northernmost parts. Lac du Brochet, 350 miles north of Flin Flon is the most northerly centre visited and that was reached by plane.

While there she learned the thrill of skimming over the snow in a dog sled. She recalled for this sport she wore a beaded parka, trimmed with northern sable. Here she came across a priest who had been at Lac du Brochet for 35 years. When he caught sight of the slacks she was wearing he was shocked, fearing they would ruin the morals of his Eskimos.

She described the Indians and Eskimos

as living side by side in the northland, but being miles apart in understanding one another. "They just don't get along," she said, "as the Indian is a scrapper and the Eskimo is not."

In Northern Manitoba at Cranberry Porage, she came across Caribou Smith, the last living scout of Buffalo Bill. She described Caribou who now has a rabbit and goat farm, as living in the northern wilds with his wife, a Cree Princess.

It was in the Northland that Miss Overgard first tasted pemmican, an Indian food made of pounded dried muskrats, fish oil and berries. She ate it to be polite, but once was enough. She feels differently about Ponask duck, duck put on forked sticks and spread-eagled over an open fire, mine at a time. That she found enjoyable.

In the Northland she had her first taste of big game hunting. She shot a deer but like pemmican that too has reached the "Never again" category. "I just couldn't shoot one again," she said, "they're too pretty."

Miss Overgard's directory of most northerly points does not entirely resemble that covering the south. For instance at Lac du Brochet there were Chipewyan Indians and Eskimos only, so historical features were the sole account.

At Flin Flon, she laughed as she reminisced, quite inadvertently she named a street. Enquiring of citizens information regarding a certain road, she was told as a joke that it was called "Tobacco Road" into the directory it went in several places, so that eventually is what it became.

Miss Overgard "Loves Saskatchewan" All of it, but she is perhaps a little partial to the northland. "Up there they know how to have fun," she said. "The whole village is friendly together, instead of having separate cliques."





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